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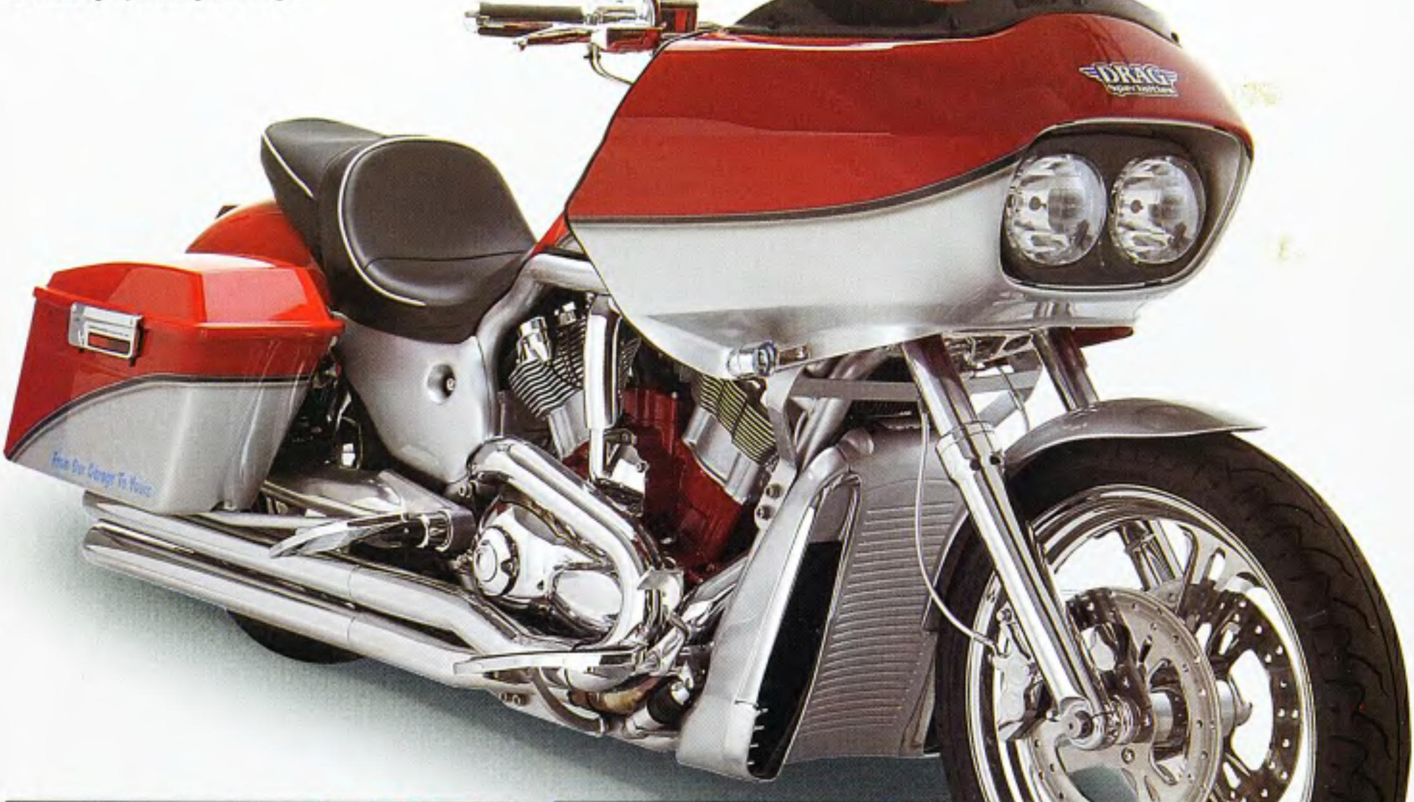

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TakingItEasy

Here are some of the worst jobs in science according to *Popular Science* magazine. The first is "anal-wart researcher" (visual inspection being the only way to detect anal cancer from the human papillomavirus). Then there's "worm parasitologist" which is the removal of the Dracunculus medinensis, a creature that can settle in humans to a length of three feet and must be removed carefully after its thousands of offspring burst through the skin (**hope you're not eating dinner**). And yet another one—"monitors" at warm-climate landfills (where garbage has been reduced to steamy, liquid condensates). Urk!

Four University of Memphis basketball players, who share an apartment on campus, **reported a break-in,** with items missing (according to the police report) including $6,000 worth of shoes, $4,000 worth of custom-made shirts, $6,000 worth of trousers, and last but not least, $40,000 worth of mink coats. (Hmm.)

When we read this, we all sizzled. In Oakland, California, police suspended their successful traffic safety program of random drunk-driving checkpoints because they had received too many **complaints from illegal aliens** who were being arrested not because they were driving drunk but because, as illegals, they lacked driver's licenses.

Will they never end? He was awarded $850,000 for injuries, including a disfigured hand caused by frostbite, suffered when **he got drunk at a party,** set out on foot, and passed out in a snow bank. The jury determined that his injuries were worth $1 million in damages and that he was only 15% responsible. (The police bore greater fault because they had failed to respond quickly enough to a 911 call about a man passed out in a snow bank.) Yeah, well I say he's 100% responsible, dumb shithead!

This guy should have sought another occupation. He tried to hold up a copy shop believing it was a bank. (The clerk asked, "Do you know you're in a copy store and all we can give you is copies?") So he fled, then allegedly robbed a bank a few minutes later (getting less than $200) and then another bank, clearing about $2,500. But the red-dye pack from the last bank exploded, distracting him, and then his getaway **car got a flat tire,** and police found him hiding in a gas station. (I guess you could say it wasn't his day).

Here are some weird decrees by Turkmenistan's maniacal president-for-life, Saparmurat Niyazov: No publicly chewing "nas" (the country's popular drug, partly tobacco, slacked lime and chicken droppings); television hosts can't wear makeup (because the president said he has difficulty distinguishing **heavily made-up males** from females); and an ice palace will be built in the heart of the country's extremely hot desert so that children can learn to ski.

A Turkish man wanted to bring pride to his country by achieving a Guinness Book world record so decided to challenge Canadian Mark Moraal's 8.7-foot mark for squirting **milk out of his eye** (that's what it said, e-y-e). So he sucked milk up his nose and pinched it 9.223 feet out of an eye socket in front of several witnesses and is now awaiting official recognition. (We suggest you not attempt to best this feat.)

It's amazing what the human mind can conjure up when getting high is of primary importance. In Australia four venomous redback spiders that **an inmate said were "pets"** were regularly "milked" of venom by inmates in order to produce a toxin that they could inject to help them get high.

A 63-year-old man was charged with marijuana possession when officers **spotted some on the floor** of his car, which they had stopped because he had been cruising down the road, apparently oblivious to the fact that his car had only three tires. (A little toke'll do it to you every time.)

The epitome of bad taste: *The Wall Street Journal* reported that Spain's El Pais newspaper, in **a now-discontinued ad** for a 90-day subscription, had run photos of the New York City skyline, before 9/11 and after, with the tag line, "You can do a lot in one day. Just imagine what can happen in three months."

A 78-year-old man was driving his friend, 62, and his son from their home in Tennessee to nearby North Carolina towns for shopping, as they did once a month. The round trip is usually about 100 miles, but being a forgetful senior driver, he became confused, **lost track of time and distance,** and was fearful of stopping. By the time the three of them returned, 60 hours later, they had traveled 1,600 miles as far as an Atlanta suburb, where he accidentally fell at a gas station and hit his head, necessitating a call to police who were able to help the group turn around. (Wouldn't you think o-n-e of the other two would have had an inkling that something might have been amiss?)

A man (Willie) saw a wild, 6-foot-long blacksnake in his neighborhood and decided to coax it, probably as a joke, toward the residence of his friend (Hank). Hank's father saw the snake in his yard and stomped it to death, which only angered Willie. Hank **came to his dad's defense,** but Willie picked up the snake, twirled it over his head, and began to beat Hank with it. Hank then grabbed a baseball bat and hit Willie just as police and rescue workers arrived. (I guess that one might be titled "A Joke Gone Astray.")

Fresh from our "Free Twat Exams" Folder: Apparently none of his patients thought there was anything amiss about the way in which he practiced. This guy was arrested and charged with practicing medicine (gynecology) without a license. He had **a bunch of female customers** who apparently didn't think it odd that the exams were free and that he ran his office out of a self-storage locker. (I guess when you hear the word "free," you don't ask any questions.)

If you're gonna commit the crime of arson, do it right. A woman was **charged with arson** of her home after police and firefighters discovered that her most valuable household items (clothes, TV set, microwave oven) had already been placed in her yard under a heavy tarp by the time they arrived at her burning home.

And yet another questionable lawsuit. This woman filed a lawsuit against a railway as a result of being hit by a train as she walked on the tracks. She suffered various cuts and a broken finger and claimed in the lawsuit that the railroad **should have posted signs** alongside the tracks warning people not to walk on them, that trains might be coming. (God, don't let this woman reproduce.)

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 382 • APRIL 2005

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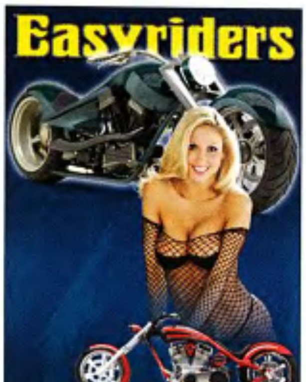

Roger Goldammer's anti-chopper and Redneck's Weld bike shot by Michael Lichter. Marvy Marzia by Darryl Briggs. Special imaging by Daniel Ferguson.

The next liver-quiverin' issue goes on sale March 29th, 2005. **Printed in the USA.**

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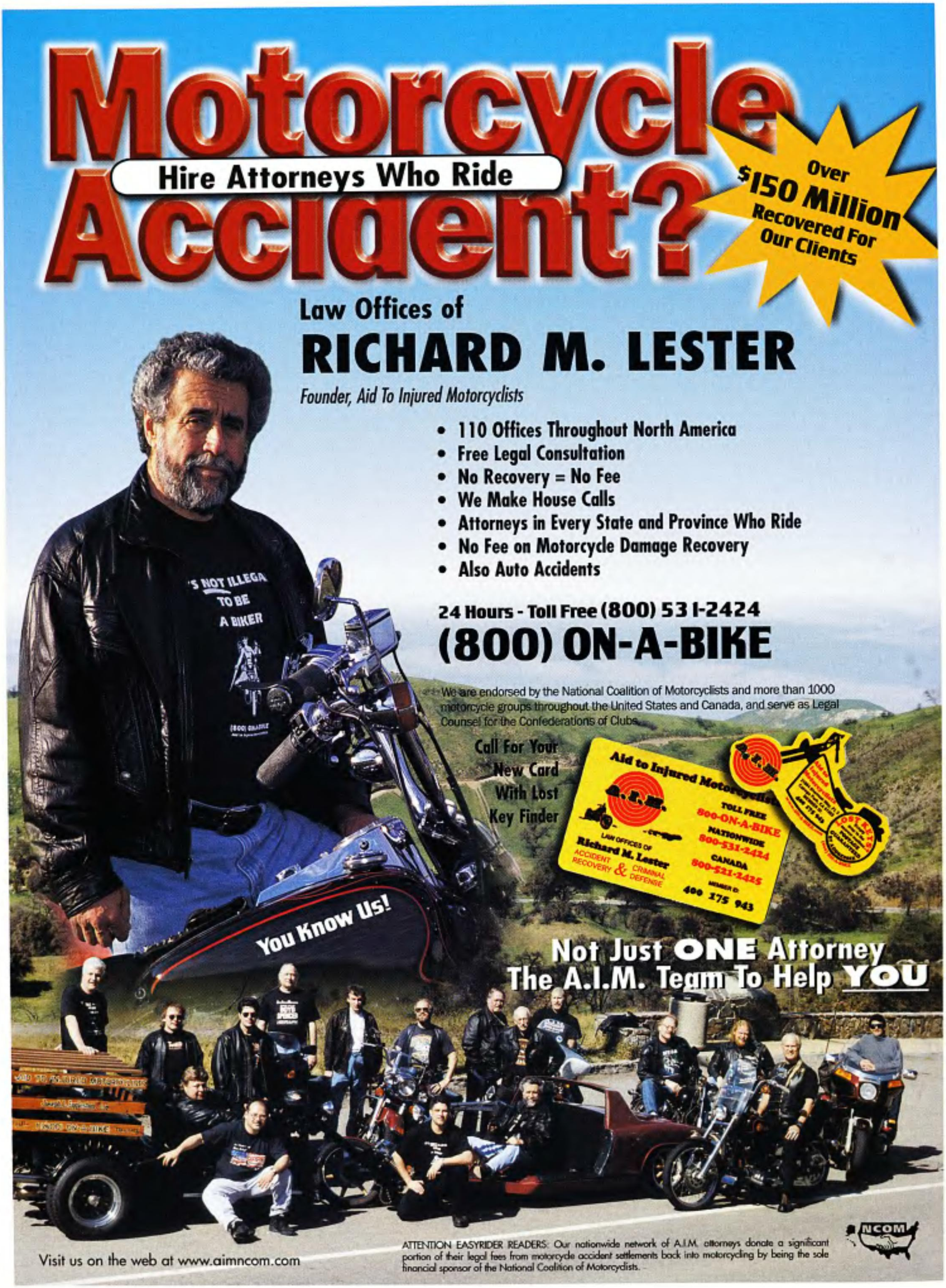
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WordMonger

Dave Mann Book

I'm thrilled to have my numbered copy of the David Mann book. I'd love to see a volume with the two couples skinny-dipping by their bikes. It was in *Biker* and is one of my faves.

S.B. Tfaith
Out There Somewhere

Dog House

I love the Dog House article (Dec. '04 issue). It brought a positive response from all over the country for these "old-school" mechanics. We thank you.

I also want to add that you could have mentioned Ed Mills in another article in the same issue. He and my son, Lee Renfroe, were part of the "crew" that put together Tim Edmonson's L.L. Bean AIH chopper.

Thank you again.

Linda Mills
Gainesville, Texas

Mini Choppers

Could you please put a pic or two of my mini-choppers in your awesome rag. I'm not looking for a plug—would just be proud to see them on your pages.

Rogers Custom Mini Choppers
Cyberspace

Reply To Don "Outrage" Albert

In the January '05 issue, Don Albert of Chicago stated he had "a feeling of total repulsion and outrage" because someone was pictured wearing a Manson T-shirt. He called the guy a creep because of the shirt he chose to wear. Well, Don, who in the hell are you to judge a person by the clothes on his back? Who gives a rat's ass if he was wearing a Manson shirt or a pink tutu? I sure hope you don't go through life judging people by what they wear or what they look like. If you do, then, my friend, I hope I'm not around you on judgment day.

Jody Breaux
Egan, Louisiana

Rides For Old Farts

Every month you feature custom bikes that are great bar hoppers for the younger set. Doesn't anyone work with mundane rides like Road Kings or Electra Glides? Rigids are great for 20-somethings with good backs, but what about us old farts? Besides that, I don't have enough dinero for as many rides as I have T-shirts should I choose to roar around town or take a long cruise.

Mike "Dave" Gary
Ft. Collins, Colorado

Lots of builders create great custom baggers; Dave Perewitz, Brian Klock and Russ Tom come to mind. But a custom dresser ain't cheap either. We run features on custom baggers every once in a while, but most of our readers want to see the latest choppers and barhoppers and that's what we give 'em.

Kudos For B & L

On a recent road trip to a remote area of Bulloch County, Georgia, my '01 Fat Boy developed an unusual head noise. I called a Harley place (a two-hour ride) and was told they were booked up for more than a week!

I called some other, smaller shops and was eventually referred to B & L Powersports of Stateboro. Being a new shop, they were not yet listed in the telephone book. I called B & L and was told to bring it in ASAP—they would make time to check it out. When I arrived, Larry pulled a mechanic off an ongoing project to diagnose my problem. Larry said his philosophy is no customer is more important than the one on a road trip.

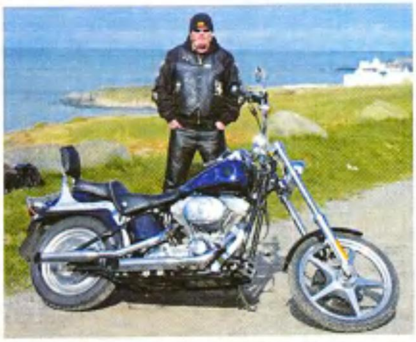
This shining example of customer service should be acknowledged and patronized by all bikers who pass near Statesboro.

Michael Myhalyk III
Oneco, Florida

Yo From The U.K.

Greetings from the west coast of the U.K. It's winter, and I'm freezing me nuts off on my 2002 Softail Custom, nothing special, just a get-ya-rocks-off Hog. Just had my 50th yesterday and recovering from one hell of a party.

Been riding bikes since I could get one foot on the floor. I read *Easyriders* here back in the '70s before it got banned. Only just got back into your mag. Seems



to have toned down a bit from the ol' days. What happened to Miraculous Martha (sic)? Used to love reading the shit from that honey. I'm glad to see you're still going and this biker is still gonna buy your mag every month.

Respects to my bros out there in the USA. If ya print this, could ya mention my Web site? I get a lotta hits from the USA and it's always nice to see my bros drop in and sign my guestbook.

Don Kirby
(www.hogdaddy.co.uk)

We kicked Mutha's ass over to our sister publication, BIKER. *She's still stinkin' up the place over there.*

Riders Are As Riders Do

The September issue had a great article in it titled "Milwaukee Iron." People on non-American bikes do not wave back?

As a true biker I find mystique absurd. In the late '80s, on a Jap bike, I blew out a headlight due to a surge from an ill-equipped rectifier on my way from Illinois to Michigan. Round-trip home, no money. Thanksgiving.

A shop was closing down for the holiday as I pulled in, frozen and P.O.ed at the world. The shop had an H-D logo.

I encountered caring people who made sure I got warmed up and my ride defrosted (it was 25 degrees). Then the good crew outside Gary, Indiana, went into bones and helped me strap a light onto my war bag with wire and bungees to finish the trip home. No charge.

Through raising two kids from my first marriage, a second wife who hated bikes, and a third wife with two children I raised as my own, I have never passed a rider based upon a machine.

I got the point. Riders are as riders do.

Anthony "Meister" Weiler
Lakeland, Florida

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ROGER GOLDAMMER PULLS OUT THE STOPS

TOUR DE FORCE

"I'll always try and challenge myself first before I'll try to please the masses." When Roger Goldammer said that he set himself up for one heck of a challenge here and then he pulled it off. This motorcycle is a piece of business front to back and the closer you look the more amazing it gets.

The whole idea for this one, Roger says, was to come up with something that had the look of motion while standing still. A bike with an aggressive, ready-to-pounce and almost-military presence. There's no denying this black-and-green machine's stark, no-fooling-around, no-frills, no-nonsense look. That theme explains the coloring, too, and the complete absence of chrome. Roger worked on this project, on and off between other Goldammer Cycle Works builds, for just a little under two years.

Look at the shape of the frame he made, the way the gas tank melds over the engine, the way the oil tank is sloped forward, the minimal rear fender matched with that big, full-coverage

front fender. All of that, along with Roger's modified V-Rod headlight and his angled fork, combine to give the bike a front-heavy/in-motion stance. And it's all built from scratch.

For the bodywork, as an example, Roger says he starts with flat 4-by-8 sheets of steel and aluminum and creates from there. "If I begin with someone else's blanks," he says, "off-the-shelf fenders and tanks, I'm automatically limited."

Roger doesn't limit himself with off-the-shelf engines, either. At GCW in Kelowna, B.C., Canada, they build the engines themselves. From the best parts. There are S&S flywheels and cases here, Eagle rods, Axtell cylinders and pistons and Edelbrock heads. The transmission is an S&S case packed with stock Harley-Davidson gears that are back-cut.

"When building a bike," Roger says, "I start with a general,

overall theme in my head. I don't sweat the details. I don't work out every last thing before I start. Now, how I get to that overall theme might entail changing plans a few times as I go, but that's okay so long as it stays true to the original theme." Roger says he doesn't want people looking at his bikes to sweat the little details, either.

The effect, he says, should be total, something almost subliminal. The details shouldn't interrupt the flow. But the details are everywhere. Look at the wheels. There's a 3-spoke wheel on the back and a 5-spoke wheel up front. Notice that? It lends to that front-heavy/in-motion theme. And that's just the beginning.

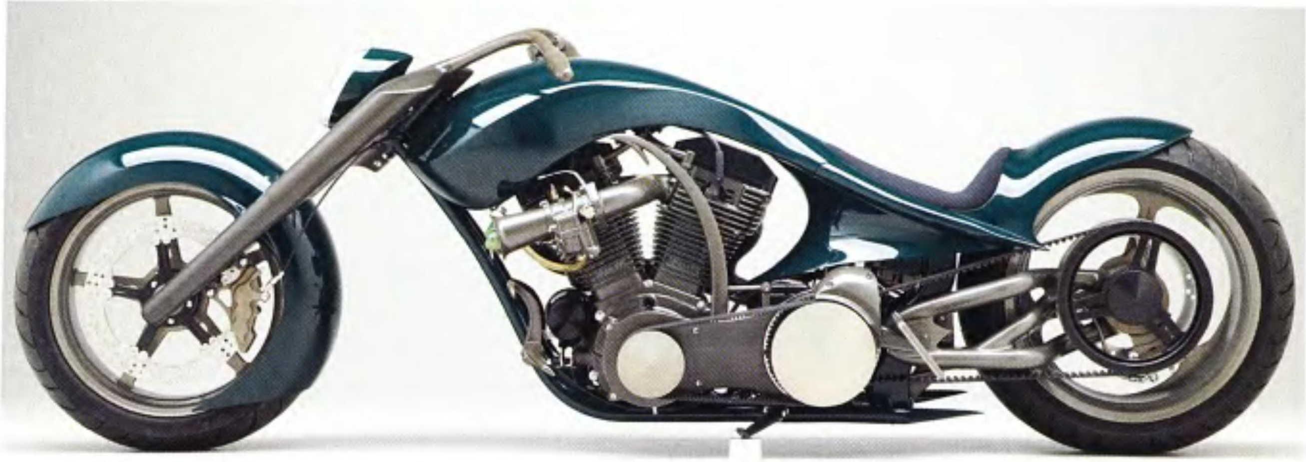
This bike's single-sided swingarm, as another example, was carved from a solid block of aluminum. And have you noticed that the S&S carburetor is sitting on the opposite side of the engine? That happened only after Roger welded the intake ports on both Edelbrock heads shut, made new fins to cover the modified area and then created new ports and a new manifold on the opposite side of the heads.

And don't look for any air valves on the RC Components wheels. They're not there, at least not where you'd expect to find them. The Schrader valves are now mounted inside the wheel hubs. Rifle-drilled passages through the spokes pressurize the tires. You read that right.

Now look at the foot pegs and controls. Roger used 3/8-inch round rod on the leading edges and filled the gaps with sheet metal for a streamlined, aerodynamic 1-piece look—from a bench full of pieces and a lot of time and labor.

All this isn't just for show, either. Roger builds his bikes to be as rideable and roadworthy as they are good looking and well thought out. This one, for instance, has directionals and a horn and a license-plate light. It also has an airlift system both front and rear. It can be slammed down to the ground and then, at the touch of a couple buttons, be raised up as needed. Calling all this a builder's tour de force is no overstatement. Roger Goldammer set himself a challenge and met it.

—Joe Kress



Owner: Roger Goldammer
City: Kelowna, B.C., Canada

General
Designer: Goldammer Cycle Works
Fabrication: Goldammer Cycle Works
Year/make: 2004 GCW
Model: Anti-Chopper
Assembly: Goldammer Cycle Works
Time: 2 years
Chroming: none

Engine
Year: 1970/2004
Model: Gen/Alt Evo, by GCW
Rebuilder: GCW
Displacement: 106 cubic inches
Cam: Crane
Carb: S&S
Air cleaner: none
Pipes: GCW

Transmission
Year/make: 2003 S&S case
Modifications: H-D gears, back-cut
Shifting: hand

Painting
Painter: JA Design
Color: green

Frame
Year/make: 2003 GCW
Type: single-sided swingarm
Rake: 44 degrees
Stretch: 3.5 inches
Shocks: Progressive Suspension

Accessories
Handlebars: GCW
Handlebar controls: Performance Machine
Fenders: GCW
Headlight: V-Rod/GCW modified
Taillight: LED
Speedo: none
Pegs: GCW
Foot controls: GCW
Gas tank: GCW
Oil tank: GCW
Seat: GCW
Mirrors: none
Grips: OMP

Front end
Type: 1-piece billet, airlift
Builder: GCW

Wheels
Make: RC Components, modified
Size: 17 x 5.5/18 x 8.5
Tires: Avon
Brakes: Performance Machine/GCW

Photos: Michael Lichter

*"Why do I have six cases of beer on the back of my bike?
Because I'm only making a short trip."*

Weld Has Maltese Cross Wheels, Rotors, And Drive Pulley

Made exclusively by Weld Wheels for J&P Cycles, the Maltese cross collection of wheels, rotors and drive pulleys is sure to make a statement as you're scootin' down the road on your custom chopper. These 1-piece forged components are constructed from aerospace aluminum. They are available with either chrome or polished finishes and include the hardware and adapters to fit your 1986-2005 Harley. Weld extends their 5-year warranty for all chromed components and a lifetime structural warranty.

Go to www.jpcycles.com for info or call 800-397-4844.

Baker Drivetrain's Wide Tire Conversion Kit Comes With All The Bells And Whistles

Baker's 300 wide tire conversion kit allows Twin Cam-equipped Softails and '91-up Evo Softails to sport up to a 300mm ultra-wide tire. Optional items include fenders, taillights and even exhaust systems. Baker says the bolt-on installation is designed to be very easy so you're up and running in no time. To round things off, the Baker 300 will be delivered with the company's new right-side drive, direct-drive 6-speed transmission (RSD+DD6).

Call Baker Drivetrain at 517-339-3835 to find out more or see their Web site www.bakerdrivetrain.com.

Make The Switch To Custom Starter Switches From Custom Cycle Engineering

Custom Cycle Engineering now offers replacement solenoid covers that come with a variety of custom switches. Custom Cycle Engineering says the solenoid cover mounts directly on your stock starter and fits all '91-and-up stock, and high-output starters.

Call Custom Cycle Engineering at 760-941-6487 for more information.

Cool Spikes For Your Head Bolts

The LifeStyle Cycles' head bolt point kit comes complete with four extra-large stainless steel points to cover the head bolts of stock and aftermarket V-twin engines. All you need to install the points on your head bolts is a little dab of clear silicone to hold them in place and then tighten down the included setscrew with an Allen wrench.

Call LifeStyle Cycles at 714-490-0155 or visit www.lifestylecycles.com.

Maltese Cross Exhaust Tips New To Lineup

New to the Milwaukee Twins lineup, these chromed billet Maltese cross exhaust tips will add the finishing touch to your custom bike. These standard tips will fit most exhaust pipes with 2-inch OD or 2-inch ID. A separate style is available specifically for Samson brand pipes. The Milwaukee Twins line is available exclusively at J&P Cycles.

Go to www.jpcycles.com for info or call 800-397-4844.

Scorpio 1-Piece Handlebars Come In Four Styles

Classic Steel's Scorpio billet handlebars have integrated master cylinders, brake and clutch fluid reservoirs, switches, throttle cable, wires and lines. Everything passes through the supplied stainless steel polished riser bolts. The bars come ready to install with all wires, cables and lines hooked up.

Call Jesy at 450-699-8050 to find out more about Classic Steel and their new Scorpio handlebars or visit them online at www.classic-steel.com.

Paramount's Revolutionary Softrigid Frame Is Patented

Paramount's Softrigid frame is the result of seven years of R&D and combines the classic look of the rigid motorcycle chassis and the comfort and durability of today's hidden-shock models. This all-inclusive suspension has 3 inches of

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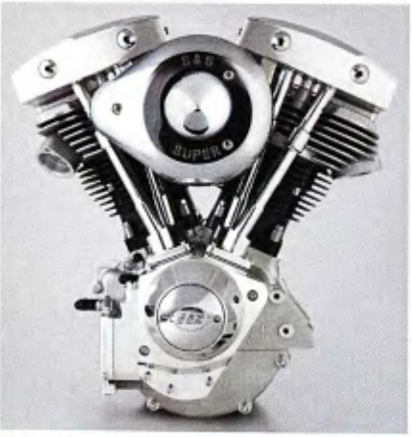
travel, consistent belt tension and is completely hidden within the chassis of the motorcycle. Combining the hidden, adjustable air ride shocks and an on-board air compressor, allows the rider to enjoy and benefit from the comfort of a suspension and still achieve the raw, but beautiful lines of its forefather.

Call Paramount Custom Cycles at 775-324-2445 for more information or go to www.paramountcycles.com.



S&S Cycle Shovelhead Engines Bring Back Fond Memories

S&S Cycle now offers complete shovelhead V-twin engines. These new engine assemblies are manufactured by S&S and feature the new S&S polished billet rocker boxes and tappet guides. S&S wanted to offer the bike builder more alternatives by releasing two variations of the shovelhead V-twin. You can now choose between the alternator and the generator versions of this venerable engine. Available engine sizes are 80 inches and 93 inches. A 93-inch alternator/generator engine is also available.

Call S&S Cycle at 608-627-8020 or go to www.sscycle.com.

Billet Aluminum Tour-Pak And Saddlebag Rack Kit Available From Rivco

Rivco Products offers two new products for the touring rider: the Tour-Pak Rack and the Saddlebag Lid Rack. The sleek racks sport unique flat lines, offering an alternative to the OEM racks. Rivco's luggage racks are laser cut from billet aircraft aluminum and chrome-plated for outstanding quality and shine.

Visit www.rivcoproducts.com or call toll free 888-801-8222.

Right-Side Drive Transmissions From J&P For Big Rubber

Looking for that big rear tire look without an offset pulley? The Milwaukee Twins' right-side-drive transmission is just what you need when you go for a 200-series or wider tire. This setup has a 2.94:1 1st gear ratio, a 0.86:1 6th gear ratio with stock ratios for 2nd through 5th. Comes in black, natural or polished cases. All finishes have chrome lids, end covers, shift arms and vent fittings. The forged trapdoor is polished and will accept an electronic speedometer sensor (sold separately). It includes a belt pulley with lock-plate, a 3-year/60,000 mile limited warranty and manufacturer's statement of origin.

Go to www.jpcycles.com for info or call 800-397-4844.

Performance Billet Heads For Show And Go

Precision-machined from 6061-T6 billet aluminum, these meticulously detailed heads are fit with Ferrea valves, ductile iron guides and seats, chrome silicon springs and titanium retainers. Intake ports have a raised-floor design and are CNC-ported, exhaust ports are D-shaped, anti-reversion, and CNC-ported. The seal type is metal/Teflon and combustion chambers feature a high-swirl pattern. Pro-One billet heads carry a suggested retail price of $2149.95 completely assembled.

For complete application and price details call 800-884-4173 or visit the online at www.pro-one.com.

Body Specs Has Quality Eyewear For Every Budget

Body Specs' new Goggle/Sunglasses, model BSG, feature three interchangeable lenses—smoke, clear, and yellow—and a removable ribbed gasket with interchangeable strap and temples, for $59.50.

New and exclusively from Body Specs is the Italian-made Baruffaldi line, featuring glasses made from hardened aluminum for strength, with interchangeable lenses and removable eye oculars for versatility.

Call 530-268-7679 for information or log on to the company's Web site at www.bodyspecs.com.

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MITCH BERGERON'S PELE PUTT

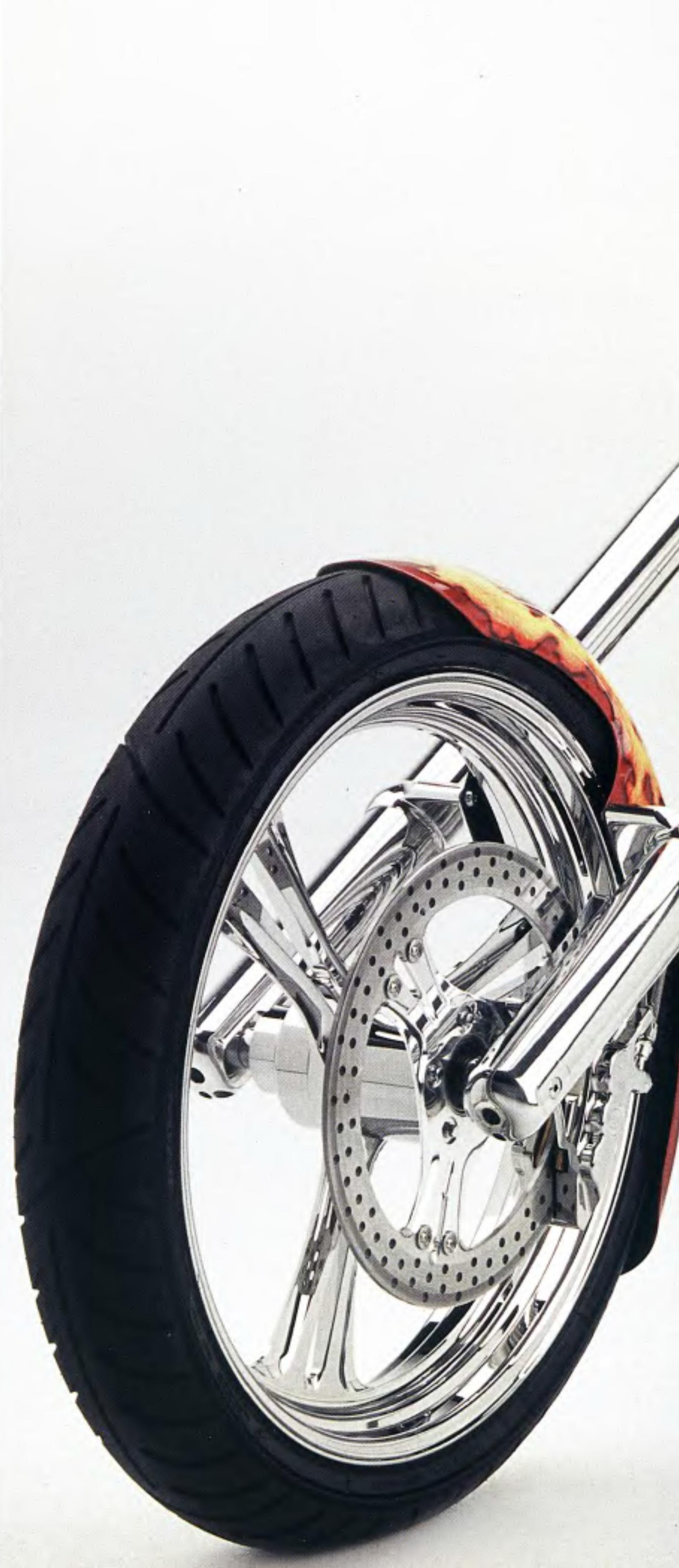
FANNING THE FLAMES

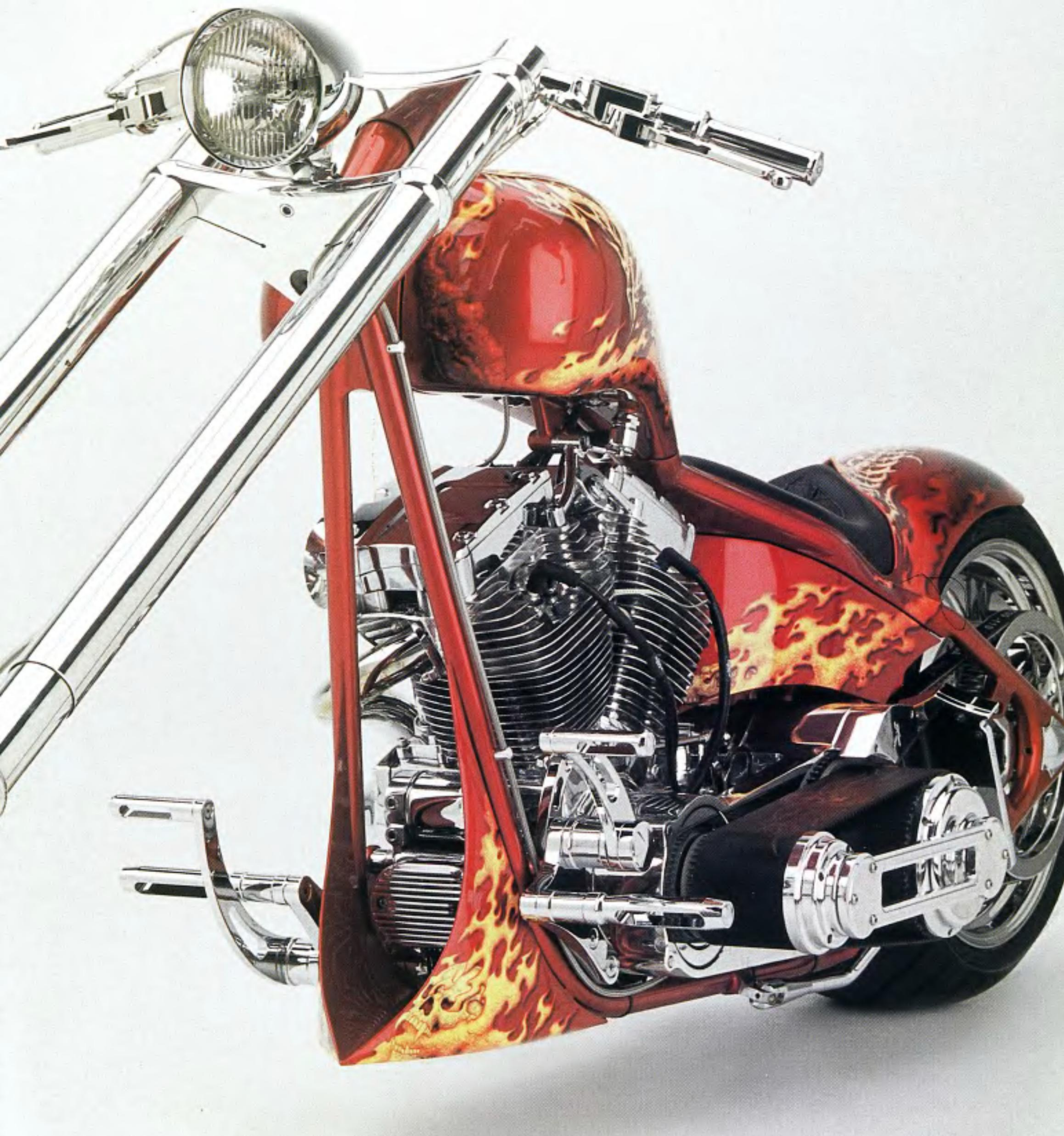
Mitch Bergeron bends metal in his bare hands, leaps long rigids in a single bound and builds bikes faster than a locomotive. No, he doesn't wear a cape, but he does create bikes that both flow and go at a radical level. Mitch, having emigrated from Canada to his 3,000-square-foot, two-story California facility, has been building customs for over a decade. And as his Web site states, "...when we say building we don't mean bolting shit together, we mean ground-up, chopped-up, handmade custom bikes."

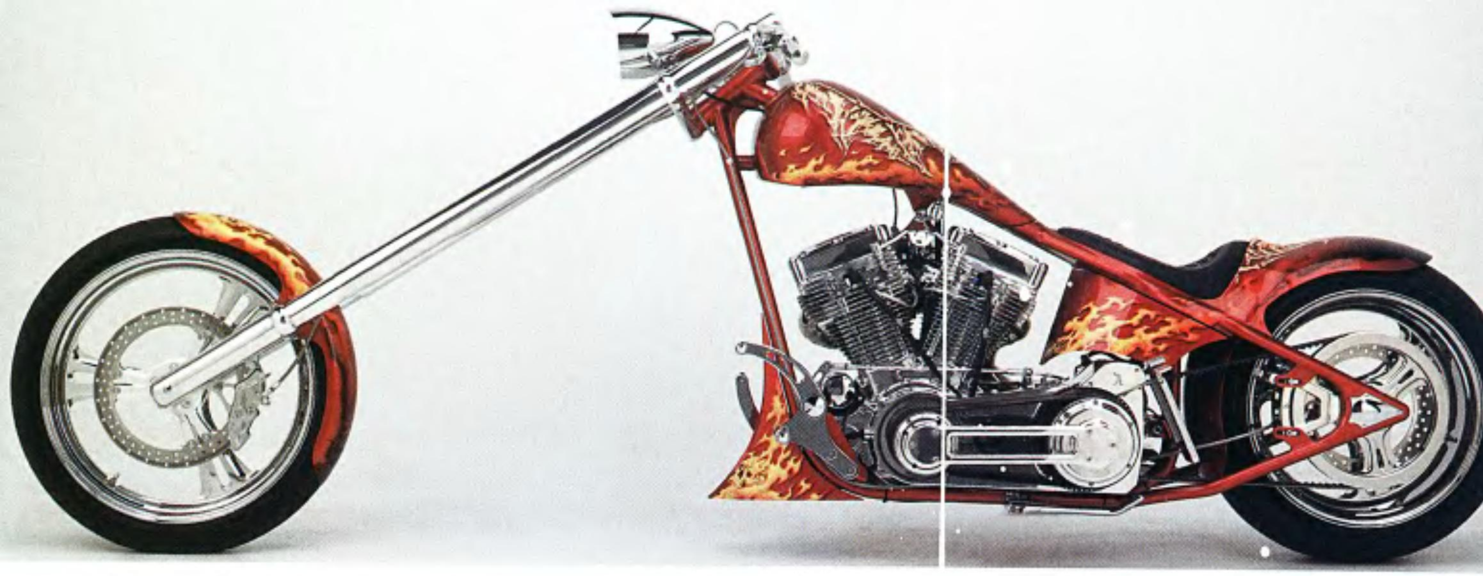
While the master builder is now located in Thousand Palms, a short putt from even more palm trees in nearby Palm Springs, Mitch Bergeron Customs is recognized the world over for its unique metalwork and designs. His radical bikes have won several first place trophies including Best of Show at the Easyriders Invitational in Columbus, Ohio, as well as first place honors at the *V-Twin* Bikers Ball in Daytona, Florida. You also might have seen Mitch on several segments of the Discovery Channel's *The Great Bike Build-Off*.

One of those first place show winners, Brian Hardin's rigid seen here, literally crackles with charisma thanks to both Mitch's metal magic as well as the mesmerizing paintjob conjured up by Mitch's longtime Canadian compatriot, Fitto. While the paint scheme is too hot to touch, a maelstrom of flames licking around the image of a dragon's skeleton, the master painter still prefers the cooler climes of his native Canada. Yet the two still work hand in hand, regardless of geographic distances.

"Whenever you see any Fitto paintjob, it's always insane," Mitch says. "When we opened up the crate and the saw the paint for the first time, Brian was floored, like anybody would be, including myself.







Fitto's very innovative, and we're a good team." No kidding!

This particular project began when its owner, already inclined toward high-performance Harleys as well as monster trucks, wanted something in the "show and go" category. Literally living only about five minutes from Mitch's shop, Brian was often joining in on the collaborative design effort.

Since Brian is also on the XXXL side of the size chart, Mitch knew he had to build a bike that could go the distance, carry the load and still pack a serious punch. With reliability a stipulation, as Brian does like to ride, the decision was made to go for a tried-and-true 95-inch Twin Cam B motor that was treated to hypo 10.5:1 pistons, a big cam and headwork by the guys at HD Connection.

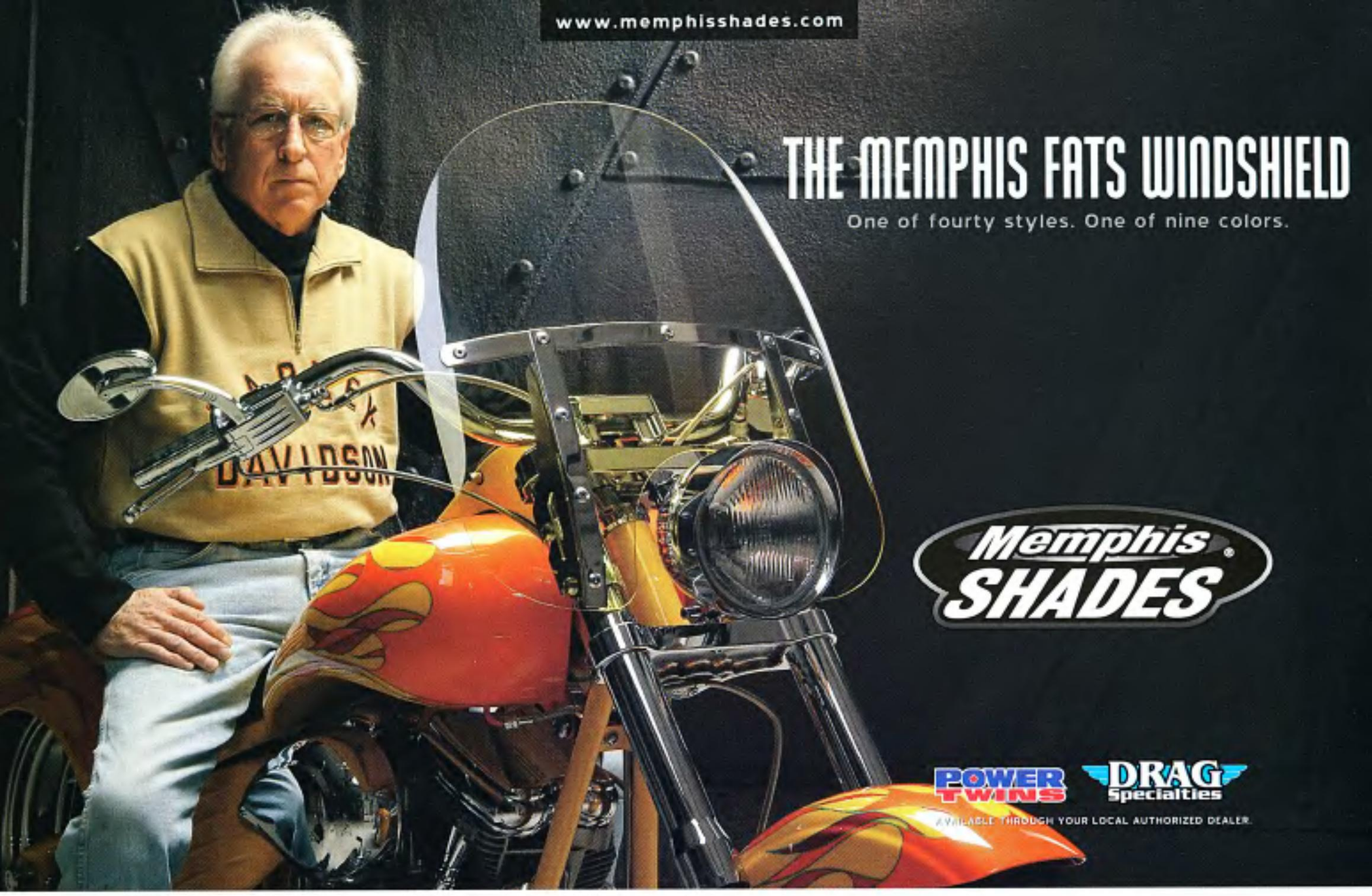
As for the dramatic usage of forward extension, Mitch says, "I was running that front end on another bike and Brian wanted something long. It's 26 inches and though it looks radical, it really handles great."

As for Brian, he reports that his new ride attracts a crowd wherever he goes. Thanks to its beefed up motor and the radical MBC pipes, it's super loud, plus it's over 10-feet long, all making for a real people magnet. Brian's "show and go" goal was also met when the bike won first place Radical Custom at the Pomona Easyriders Show.

Usually busy fabricating three or four bikes at one time, Mitch also offers his own line of custom products, including frames and handlebars, all of which you can check out on the MBC Web site www.mitchbergeroncustoms.com or call 760-343-53(0. You can also see MBC's latest creations at Daytona Bike Week and the Laconia rally.

—Paul Garson

Owner: ....Brian Hardin
City: ....Bermuda Dunes, California
General
Designer: ....Mitch Bergeron
Fabrication: ....Mitch Bergeron Customs
Year and make: ....2003 custom
Model: .... Chopper
Assembly: Mitch Bergeron Customs
Time: ....nine months
Chroming: ....Precision Plating
Engine
Year: 2003
Model: ....Twin Cam B
Rebuilder: ....HD Connection
Ignition: ....Crane/Sputhe
Displacement:........95 cubic inches
Lower end: ....Harley-Davidson
Balancing: ....HD Connection
Pistons: 10.5:1
Heads: ....ported and polished
Cam: ....big 625 lift S&S
Lifters: ....n/a
Carb(s): ....48mm Mikuni
Air cleaner: ....velocity stack
Pipes: ....MBC
Mufflers: ....n/a
Transmission
Year: 2003
Shifting: 5-speed
Painting
Painter: ....Fitto
Color/type: ....House of Kolor
Frame
Year: 2003
Builder: ..Mitch Bergeron Customs
Type: ....rigid
Rake: ....47 degrees
Stretch: ....6 inches up
Accessories
Bars: ......Mitch Bergeron Customs
Risers: ....none
Handlebar controls: ....PM
Fenders: Mitch Bergeron Customs
Headlight: ....Headwinds
Taillight: ....Yaffe
Speedo: ....none
Dash: ....none
Pegs: ....Accutronix
Electrics: ....MBC/Greg Vitito
Gas tank: Mitch Bergeron Customs
Oil tank: ..Mitch Bergeron Customs
Oil system: ....Harley-Davidson
Seat: ....MBC/High End
Grips: ....Performance Machine
Forks
Type: ....telescopic
Extension: ....26 inches over
Builder: ....Maximum Metalworks
Special features: ....long
Wheels
Front
Size: ....21 inches
Wheel: ....Performance Machine
Tire: ....Avon
Brake: ....Performance Machine
Rear
Size: ....18 x 8.5 inches
Wheel: ....Performance Machine
Tire: ....Avon
Brake: ....Performance Machine
Photographer: ....John Wycoff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Happenings

ARIZONA
Annual Arizona Bike Week
Date: Apr. 1-10
Place: Scottsdale
Info: 480-704-1142
www.azbikeweek.com

Inaugural Wild West Bike Fest
Date: Apr. 1-3
Place: Goodyear
wildwestbikefest.com

Annual Yuma Prison Run
Date: Apr. 15-17
Place: Yuma
Info: 818-597-9492

Lorenzo Lamas Copper Circle Run
Date: Apr. 16-18
Place: Wilcox
Info: 520-384-9272
cincodemayowillcox.com

ARKANSAS
Wild Hog Music Festival and MC Rally
Date: Apr. 22-24
Place: West Helena
wildhogmusic.org

CALIFORNIA
Annual Pacific Coast Dream Machines
Date: Apr. 24
Place: Half Moon Bay Airport
Info: 650-726-2328
miramarevents.com

Long Beach Cycle Show and Swap Meet
Date: Apr. 24
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
toppingevents.com

COLORADO
Easyriders Bike Show
Date: Apr. 16
Convention Center, Denver
Info: 800-962-9857
easyridersevents.com

FLORIDA
Annual Miami Motorcycle Show
Date: Apr. 1-3
Place: Coconut Grove Expo Center, Miami
Info: 305-441-2865
miamimotorcycle.com

Leesburg Bikefest
Date: Apr. 22-24
Place: Leesburg
Info: 352-365-0053
leesburgbikefest.com

Riding Into History Concours D'Elegance
Date: Apr. 30
Place: St. Augustine
Info: 904-7309719
RidingIntoHistory.org

GEORGIA
Lake Hartwell Bike Rally & Show
Date: Apr. 2-4
Place: Lavonia Speedway
Info: 404-376-2696
lakehartwellbikerally.com

ABATE of Georgia Swap Meet & Show
Date: May 8
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900

ILLINOIS
Motorcycle Parts Extravaganza
Date: Apr. 10
Place: Belleville
Info: 217-864-9540

Walneck's Swap Meet
Date: Apr. 17
Place: Lake County Fairgrounds, Grayslake
Info: 630-985-2097
walneckswap.com

KENTUCKY
Hogdaddy's Bike Expo & Swap Meet
Date: Apr. 23-24
Place: Union County Fairgrounds, Sturgis
Info: 207-333-9807

LOUISIANA
Louisiana Purchase MC Rally
Date: Mar. 17-20
Place: New Iberia
Info: 337-277-9500
www.laprally.com

Blast on the Bayou MC Rally
Date: Apr. 14-17
Place: Lafayette
Info: 337-857-0043
www.blastrally.com

Open Motorcycle Poker Run
Date: Apr. 16
Place: Jennings
Info: 337-824-4847
www.bbbsjdparish.org

Louisiana Bike Expo
Date: Apr. 29-May 1
Place: Superdome, New Orleans
Info: 877-991-7433
louisianabikeexpo.com

MICHIGAN
Bike Swap Meet
Date: Apr. 3
Place: Deltaplex, Grand Rapids
Info: 800-968-4242
motorcycleswap.com

Giant Motorcycle Swap Meet
Date: Apr. 17
Place: State Fairgrounds, Detroit
Info: 800-968-4242
motorcycleswap.com

Giant Motorcycle Swap Meet
Date: Apr. 24
Place: Civic Center, Saginaw
Info: 800-968-4242
motorcycleswap.com

Walneck's Swap Meet
Date: May 1
Place: Monroe
Info: 630-985-2097
walneckswap.com

MINNESOTA
Motorcycle Swap Meet
Date: Date: Mar. 13
Place: Duluth Convention Center
Info: 612-598-1974

MISSISSIPPI
Crossroads Bikes & Blues Rally
Date: Mar. 18-20
Place: Clarksdale
Info: 662-624-2281
Crossroadsrally.com

South Mississippi Bike Rally
Date: Mar. 30-Apr. 3
Place: Misfits MC. Hattiesburg
Info: 800-852-4866

MISSOURI
Easyriders Bike Show
Date: Apr. 9
Place: Kansas City
Info: 800-962-9857
easyridersevents.com

Annual M/C Show & Swap Meet
Date: Apr. 24
Place: Shadow Rock Park, Forsyth
Info: 417-334-0775

MONTANA
The Horde Annual Spring Thaw
Date: May 7
Place: Huntley
Info: 406-254-8535

NEBRASKA
Salt & Pepper MC Party
Date: Apr. 16
Place: Omaha
Info: Ms. Angel at 402-321-2483

NEVADA
High Rollers Annual Poker Run
Date: Apr. 3
Place: Las Vegas
Info: 702-564-3720
Highrollersra.com

Laughlin River Run
Date: Apr. 20-24
Place: Laughlin
Info: 714-694-2800; 800-357-8223
laughlinriverrun.com

Biker Mardi Gras
Date: Apr. 21-23
Place: Edgewater Hotel & Casino, Laughlin
Info: 909-637-0770
outburstpromotions.com

Vegas Spring Run
Date: Apr. 22-23
Place: Las Vegas
Info: 866-245-3337
VegasSpringRun.com

NEW HAMPSHIRE
NHMRO Annual Flea Market
Date: Apr. 25
Place: Hopkinton State Fairgrounds
Info: 603-437-9464
www.NHMRO.org

NEW MEXICO
Show & Swap Meet
Date: Apr. 9-10
Place: Rt. 66 Casino, Albuquerque
Info: 505-434-7771

NEW YORK
Annual Gotham Motorcycle Classic
Date: Apr. 16-17
Place: Intrepid Aircraft Carrier, NYC
GothamMC.com

Western NY Food Bank Run
Date: Apr. 30
Place: Buffalo
Info: 716-649-0797
cyberspokes.com

NORTH CAROLINA
Showdown IV
Date: Apr. 17
Place: Randleman
Info: 336-672-0735

OHIO
Walneck's Motorcycle Swap Meet & Show
Date: Apr. 10
Place: Clark Co. Fairgrounds, Springfield
Info: 630-985-2097
walneckswap.com

The Louie Run XXII
Date: May 1
Place: Lake County Fairgrounds, Painesville
Info: 440-918-7773
www.louierun.org

OKLAHOMA
Annual MC Show
Date: Mar. 12-13
Place: Tulsa ABATE
Info: 918-734-1815
tulok.com/abate

OREGON
Easyriders Bike Show Bikes, babes, beer
Date: Apr. 2
Place: Portland
Info: 800-962-9857
easyridersevents.com

PENNSYLVANIA
Rev and Roll Motorcycle Expo
Date: Apr. 15-17
Place: Pittsburgh
Info: 412-351-7466
revandroll.com

SOUTH CAROLINA
Heritage Motorcycle Rally
Date: Apr. 8-17
Place: Charleston
Info: 843-767-4258
www.heritage motorcyclerally.com

Charleston Motorcycle Week
Date: Apr. 8-17
Place: Charleston
Info: charlestonmo torcycleweek.com

Myrtle Beach Bike Week Biker Party Time
Date: May 16-21
Place: Myrtle Beach
Info: 800-200-4557
road-shows.com
myrtlebeach springrally.com

TENNESSEE
CMA Blessing of the Bikes.
Date: Mar. 27
Place: Hamilton County River Park, Chattanooga
Info: 423-313-1663, cmachattanooga.com

Steve Bartlett Memorial Ride
Date: May 7
Place: Fayetteville
Info: 931-993-7426

TEXAS
South Texas Motorcycle Show
Date: Mar. 18-20
Place: San Antonio
Info: 410-239-0606
txbikeshow.com

Annual Thunder in the Hill Country
Date: Apr. 1-3
Place: Mansfield Park, Bandera
Info: 936-334-0558

River City Bike Fest
Date: Apr. 8-10
Place: Camargo Park, San Antonio
Info: 210-336-0619
rivercitybikefest.com

Annual West Texas Thunder Run
Date: Apr. 15-17
Place: Alpine
Info: 432-349-1556
www.pdap.org

Easyriders Bike Show
Bikes, babes, beer.
Date: Apr. 23
Place: Dallas
Info: 800-962-9857
easyridersevents.com

VIRGINIA
McGuire Veteran's Poker Run
Date: Apr. 23
Place: American Legion Post 146, Hopewell
Info: 804-541-3735

Operation Smile, Ride for Smiles
Date: Apr. 30
Place: Norfolk
Info: 757-321-3251

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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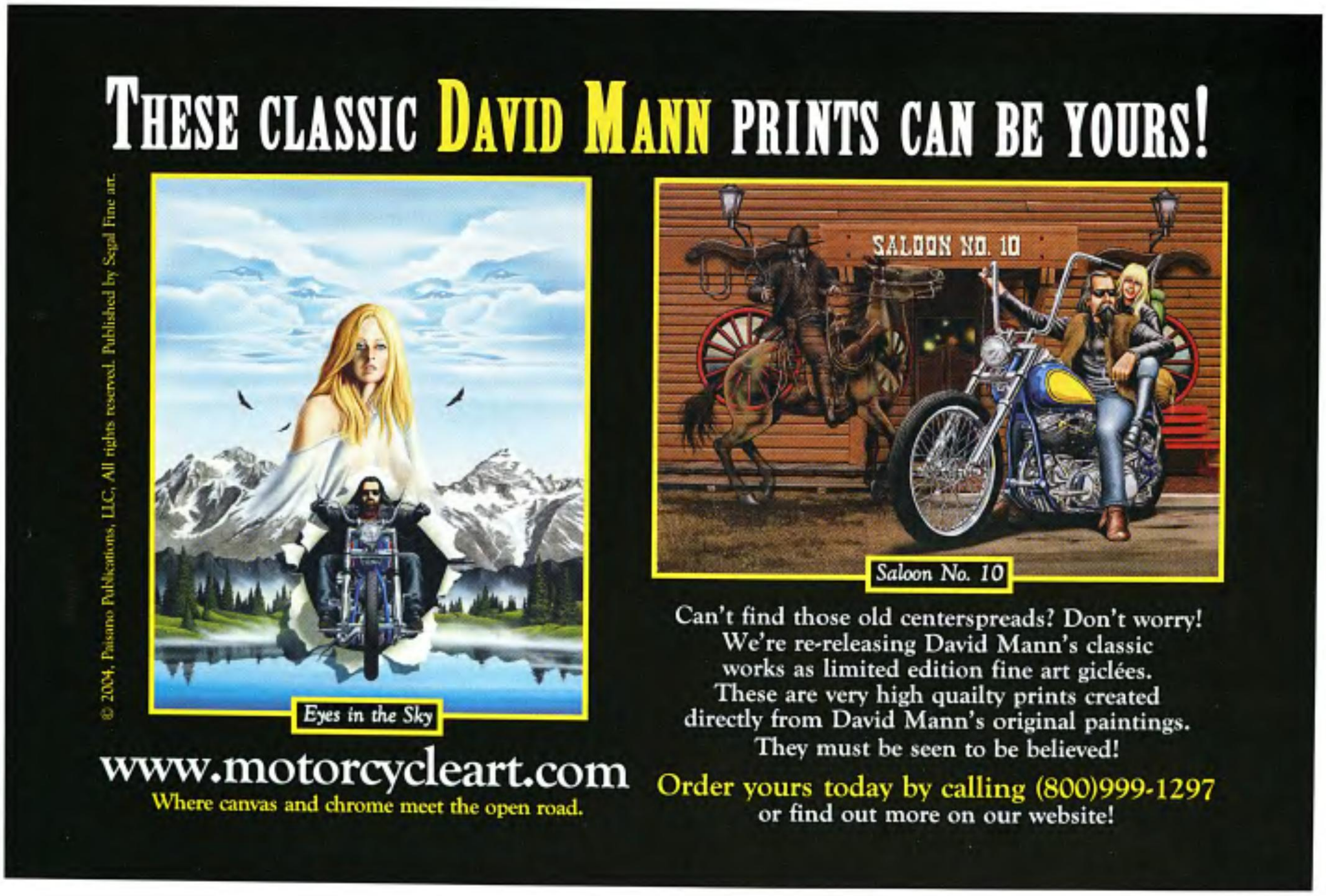
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If it's of interest to bikers, we'll print it.

Photo: Courtesy of Milwaukee Iron

The New Chopper Challenge Series

The stars of *Southern Steel*, on the Discovery Channel which began airing episodes in January, traveled to Slinger, Wisconsin, to participate in the Chopper Challenge. Owner of Milwaukee Iron, Randy Simpson, brought three of his outstanding creations to the bike show, along with fabricator Gary "Woofy" Woolford. The custom show was for choppers only and 42 of the best showed up for the competition.

The Slinger Speedway was the location for the show and more than 2,000 custom chopper fans arrived to vote for their favorite bike. There was also a judged competition scored by Senator Dave Zien, Kirk "Hardtail" Willard, vice president of the MRF and Julianne Egerty, Women in Motion road guard.

The show was a fund-raising event for Accident Scene Management and brought out some of the areas best bike builders and chopper owners. Organizers plan to offer the event again next year and hope for even more custom choppers to compete. The winners of this year's show were Kelly Landry of Top Gunn (Judged) and Rick Vargo of K Town Cycles (People's Choice). My thanks to Tony "Pan" and Vicki Sanfelipo for all of the above.

—Twiggy

She Garners First Award

CRYSTAL MANEY STEPS UP FOR BIKERS

The first Motorcycle Riders Foundation Young Activist Scholarship (MRFYAS) award went to Crystal Maney of Weaverville, North Carolina, a member of Concerned Bikers Association/ABATE of North Carolina. She was raised on motorcycles because it was her parent's prescription for tiring her out so she'd sleep, riding her into slumber.

However, as a young adult Crystal brings a strong passion and dedication to motorcycling and fully understands that her generation is "the one that needs to step up and continue the future battles of motorcycling in America." In other words, the freedoms so many of us have fought for over the years will all be lost if our youth don't get involved in preserving and protecting our rights.

The MRF has recognized a serious problem with maintaining biker rights: Youths are not getting involved. Why? The problem is pure intimidation. They see us "Gray Beards" as the enemy.

Be it that we have survived a few bumps to get where we are today, or just seeing our dedicated fight to preserve our rights intimidates them.

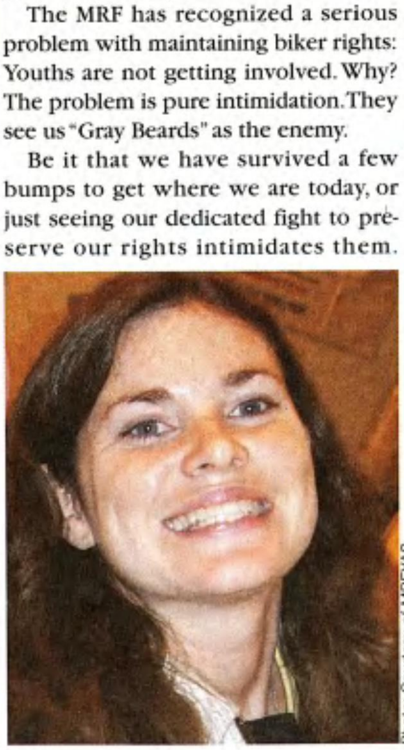

Photo: Courtesy of MRFYAS

Break the barrier of intimidation and take the time to speak to the younger bikers and explain why we need them to become more involved in the future as "Motorcycling Freedom Fighters."

Bikers are steadfast in their passion and convictions. Invite the youth to come to the table to see that what's before them is so vital to the maintenance of our rights. Share your wisdom and knowledge with the younger bikers so they can build leadership skills to continue the never-ending fight to ride with Freedom of Choice.

The MRFYAS for 2004 had seven candidates and nine financial donators. Qualifications for eligibility are at http://www.mrf.org/yascholarship.php. Basically if you're a member in good standing with your SMRO and are 30 years of age or younger your SMRO can submit your application. Step up and help Crystal Maney build her force of "Freedom Fighters." Who is that special candidate in your SMRO you're planning on submitting for 2005? In closing, candidates and contributors, thank you for recognizing and dealing with this.

—Miles France, MRFYAS chairman

Meet Johnny Trailerpark

BETTER THAN *JOE DIRT!*

All right all you mullet-wearin', trailer trash, po'folk out there, it's finally cool to be white trash. Johnny Trailerpark is bringing you the latest in urban apparel for men and women who want to look like they live on the wrong side of the tracks. We're talkin' 'bout T-shirts, hoodies, hats and jackets that all bear the proud Johnny Trailerpark logo.

It's all part of a new company, Trailerpark Inc., by Chopper Matt Burris. Matt is also starting Trailerpark Choppers, and yes, Big Mullet Choppers, building custom bikes on a Budweiser budget.

Visit www.johnnytrailerpark.com.

—Mouth Breather

Coast To Coast

Biker News

PENNSYLVANIA STIFFENS PENALTIES FOR CARELESS DRIVING: On December 8, 2004, Governor Ed Rendell signed HB 873 into law, which establishes increased penalties for those convicted of careless driving that results in serious injury or death.

Under heavy lobbying by ABATE of Pennsylvania, the legislation passed near-unanimously through both chambers of the legislature.

House Bill 873 will establish an increased fine of $500 and a six-month license suspension for persons convicted of careless driving when the offender unintentionally causes the death of another person. Careless driving offenses that result in serious bodily injury to another person would carry a $250 fine and a three-month license suspension.

"If a tragedy occurs because of a driver's careless action, even though those actions were unintentional, then there should be serious consequences," said Representative Rick Geist, who chairs the House Transportation Committee. "We have to reinforce the notion that drivers must be alert and responsible behind the wheel. Tragic things can happen in an instant if you aren't."

Previously, a conviction of careless driving resulted only in a fine of $25 plus cost and fees, as well as three points on the person's driving record. No further penalties existed in the event of a death or serious injury occurring as a result of this violation.

"All things considered we fared well in the 2003-2004 legislative session," points out ABATE Legislative Coordinator John Mullendore, who also serves on the NCOM Board of Directors, "including the passage of the helmet-modification bill and the passage of the Veterans motorcycle license plates. We also realized the discount given to motorcycles that used the E-Z pass on the turnpike."

U.S. SENATE APPROVES BILL TO END HEALTH INSURANCE DISCRIMINATION: Legislation aimed at closing a discriminatory loophole in medical insurance has passed the U.S. Senate and will now go to the House of Representatives for consideration.

S423, entitled Health Care Parity for Legal Transportation, was authored by Senators Susan Collins and Russ Feingold. The measure would prohibit insurers from denying health care benefits to insureds who are injured while participating in so-called "risky activities" such as riding motorcycles, ATVs, horseback riding, snowmobiling, skiing or other legal recreational or transportation activities.

"Americans who enjoy recreational or transportation activities such as riding motorcycles should have the right to the same health insurance protection whether they are injured on their bike or in their home," said co-author Sen. Collins.

Congress had passed HIPAA back in 1996, which prohibits companies from denying access to employer-sponsored health insurance for motorcyclists and others, but federal regulators created a loophole that allows insurers to deny benefits to those injured as a result of their participation in certain activities. In other words, your employer is required to provide you with health care insurance, but your health insurance company is not required to provide medical benefits.

On November 21, 2004, the United States Senate acted to close this loophole before adjourning from session. S423 will now be considered before the House, where a companion bill, HR 1749 was introduced by Representatives Scott McCinnis and Ted Strickland.

NCOM encourages all concerned riders and Motorcyclists' Rights Organizations to contact their Congressional representatives and urge them to support S423 to end these discriminatory health care practices.

FLYING DUTCHMAN MOTORCYCLE: We've all heard of flying cars in our future, but now the Dutch firm Spark Design has announced even stranger news—a flying motorcycle, which may be available sooner than you'd think.

Spark Design claims the vehicle—which looks like a cross between a helicopter and a full-fairing bike—will be able to take off and land vertically and reach 125 mph both on land and in the air.

The rotor and propeller are folded until the machine needs to fly. Once airborne, the rear-mounted propeller pushes the craft along and the unpowered main rotor spins to give the craft lift. It is designed to fly under the 4,000-foot threshold used by commercial aircraft.

The company, which has worked on products as disparate as the Carver (a three-wheeled enclosed motorbike that leans over in corners), parts for coffee pots, and handicap bathroom door handles, says the flying motorcycle could be ready for test flights in less than a year. The machine will be made in Canada mainly for the U.S. market.

WORLD'S FASTEST INDIAN: Oscar winning actor Sir Anthony Hopkins will star in *The World's Fastest Indian*, the true-life story of Burt Munro, a New Zealander who spent several decades constructing a 1920 Indian motorcycle, then traveled to Utah and set a new land-speed record back in the '70s. Roger Donaldson, director of *The Recruit* is writing and directing the project.

WEIRD NEWS—DUCATI "MONSTER" DOOMED?: The *Monster Garage* television series, Monster.com, Disney's *Monsters, Inc.*, the "Monsters of the Midway," the Chicago Bears' nickname, and a host of other enterprises that use the word "monster" have found themselves named in lawsuits and trademark infringement claims filed by Monster Cable Products Inc.

Even the "Monster Seats" above Fenway Park's left field wall have been targeted in what Monster Cable officials say is an aggressive legal strategy to protect the firm's good name. "We have an obligation to protect our trademark otherwise we'd lose it," said Monster Cable founder Noel Lee, reports the *San Francisco Chronicle*.

The cable mogul is preparing for a trial against the Discovery Channel over their popular *Monster Garage* series starring custom bike builder Jesse James, because the show uses images of "provocative women" and an iron cross logo that could tarnish Monster Cable's image.

—Bill Bish
National Coalition of Motorcyclists

"All the great things are simple, and many can be expressed in a single word: freedom; justice; honor; duty; mercy; hope."

—Sir Winston Churchill

Unbelievable Tales

Biker Mistaken For DEBRIS!

Marlowe Buelvas, owner of Gangster Cycles in Dania Beach, Florida, was out enjoying a Florida December's night putt...when all hell broke loose. Thank god a witness was on the spot with a camera to document the whole thing, because this is one of those "unbelievable tales."

Thomas Thibert was the "Johnny on the Spot," this past December 8, when he witnessed the cage driver, Scott Eisenberg, treat Buelvas as a drive-thru window as he smashed into Buelvas and continued to keep driving...even as the screaming biker rolled onto the hood of the car.

"He [Eisenberg] didn't know what he hit." Thibert stated. When Thibert continued to question the cage driver, Eisenberg responded by stating: "I don't know. I hit some debris." Thibert became incensed stating: "Debris! The guy was on your hood yelling at you to stop!"

According to reports, Eisenberg stated he never saw a man on his hood at any time. Buelvas was riding west on I-595 near State Road 7 when he said Eisenberg hit him. Buelvas did manage to roll off the car, get up off the ground and write down Eisenberg's license plate number. Thibert stopped to help Buelvas, then took off after Eisenberg. He chased him 20 miles to Pompano Beach where the Florida Highway Patrol and Broward County Sheriff's deputies were able to stop him.

Police questioned Eisenberg, but did not immediately arrest him. However, they have announced he is charged with the following: Leaving the scene of an accident involving damage, failure to report an accident immediately, failure to leave information, careless driving and having no insurance.

What's remarkable about all this is that Eisenberg is not some blue haired retiree, he's in his mid-30s. He was not arrested for DUI, so he should have been able to tell the difference between a biker and a June bug. Buelvas was not injured, but his motorcycle was reportedly totaled. Buelvas said the bike was worth $85,000. Brings a whole new meaning to "biker trash," don't ya think?
—Oil Can / Information courtesy of Local10.com-WPLG, Miami

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49-211-938-0410

Legalese

Proposed Chicago Ordinance

On November 1, 2004, ABATE Legal Services assembled a team of lawyers to be on the ready to file a temporary restraining order and request a permanent injunction regarding the city of Chicago's proposed helmet requirement. George Tinkham, Lane Harvey, Pete Walters and I were prepared and ready to file the necessary legal documents to challenge the efforts of Chicago Alderman Burke, and Mayor Dailey. They blinked for now. That same team and those same documents are ready to file if and when the Chicago Helmet Ordinance is rescheduled for a hearing/vote.

Can you imagine what would occur if Chicago were to be successful? Every city and small town across the country would believe that this ordinance would give them a license to follow suit if they so chose. This proposed ordinance must be resisted with every effort we can muster. Thanks to Cheryl Pearre and Greg "Sidecar" Wagner, the forward observers on this one.

If this proposed ordinance is somehow resurrected, our legal team is ready with reason and confidence. Should other misguided politicians in Cleveland, Cincinnati, Indianapolis, or elsewhere try this same ordinance, we'll be ready...with a big stick!

—Rod Taylor, ABATE Legal Services

Events

MRF's 21st Annual Convention

Hosted by ABATE of Arkansas, the 21st annual Motorcycle Riders Foundation, MOTM, will be held September 22-25, 2005, in North Little Rock, Arkansas. It will take place at the Wyndham Riverfront Little Rock, 2 Riverfront Place, North Little Rock, AR 72114. The room rate is $84 per night and includes single/double plus many other amenities. For room reservations call the Wyndham at 501-371-9000. For those of you flying into and out of Little Rock International Airport transportation is provided free courtesy of the Wyndham from the hours of 6:30 a.m. until 10:30 p.m. For additional info call the MRF at 202-546-0983 or Carol Downs at 303-369-2684, downs@mrf.org. We'll see you there! *—Twiggy*

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COLORADO
Thunder Mountain H-D
1303 SW Frontage Rd. - Ft. Collins

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17129 U.S. 19 North - Clearwater

H-D of Miami
19400 N.W. 2nd Ave. - Miami

Miller's Custom Parts
1863 S. Ridgewood Ave. - S. Daytona

Cycle Lab
1911 S. State Rd. #7 - Ft. Lauderdale

KANSAS
Bikers Edge
Cycle & Leather
1201 E. Central Av
Wichita

KENTUCKY
Leather Werkz
Helmet City
US Rt. 23
Prestonburg

MASSACHUSETTS
Dave Frank M/C Sales
81 Bridge St. - Salem

NEBRASKA
TNT Customs
1501 E. 4th - North Plate

Butterfield's M/C Parts
8025 Blondo - Omaha

NEW JERSEY
Kosco H-D
1149 State Route 23 - Kinnelon

NEW MEXICO
Rio Grande
Big Dog Motorcycles
1220 S. Renaissance Bl. - Albuquerque

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Sinister Cycles
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NEW YORK
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National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a,6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a,4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a,4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a,4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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ATLANTA INVITATIONAL BIKE SHOW

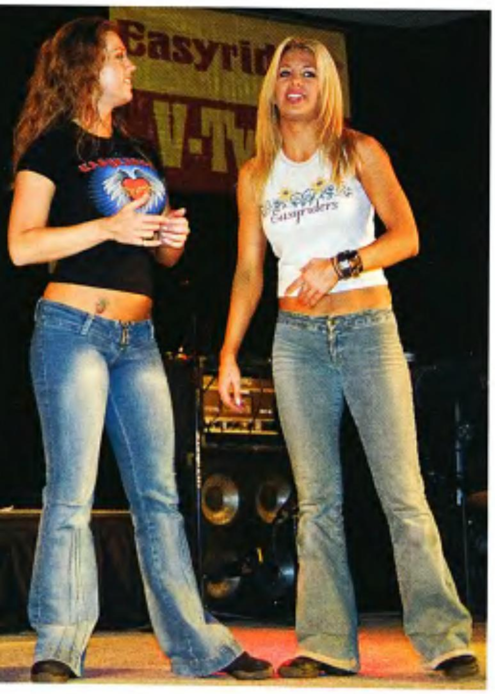
First Class All The Way!

The Easyriders Bike Show Tour for 2004 kicked some serious ass! The Centerfold Tour featured many master bike builders that you may have seen on The Discovery Channel's *The Great Biker Build-Off* series. When you attended an Easyriders Bike Show last year, you had the chance to hobnob with the likes of Indian Larry, Billy Lane, Paul Yaffe, Kendall Johnson, Eddie Trotta, Rick Fairless and Kim Suter. These builders were always happy to autograph a poster or even female body parts if ladies were so inclined. The Tour was such a smash hit that the Bike Show's proud poppa, John Green, decided that

you can never have too much fun and added five more shows to the schedule.

An entire Fall Easyriders Bike Show Tour was created in new cities including Philadelphia, Indianapolis, San Diego, Houston, and ending with the two-day Invitational show in Atlanta. Besides the usual Judged and Spectator classes, this show showcased the best of show bikes from the 2004 Tour including amazing custom bikes from all over the country.

The Atlanta Invitational took place in

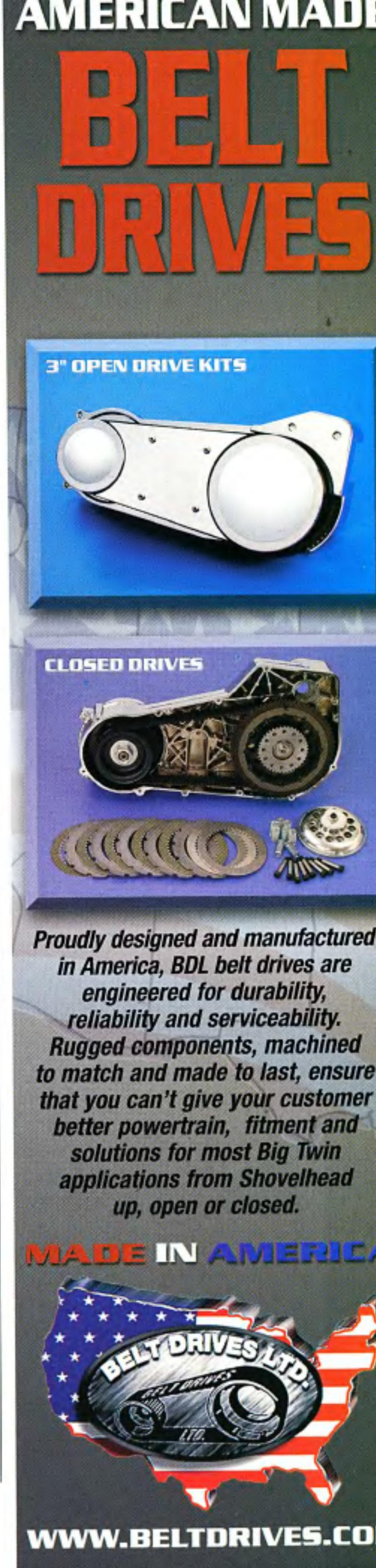


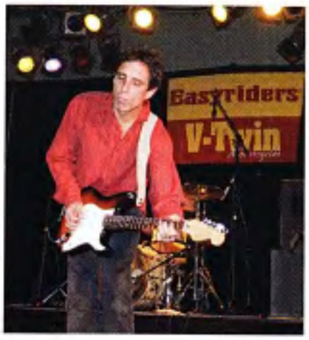
the beautiful and spacious Georgia International Convention Center on November 20th and 21st. Locals braved the mostly wet weekend to show up and study some of the world's best customs. For this particular extravaganza, Billy Lane, Paul Yaffe, Kim Suter and Kendall Johnson were all on deck to help us party the weekend away.

Other famous builders in attendance included Jerry Covington, Russell Marlowe, Chip Miyler, Dawn and Butch from Stinger, Vince and the crew from Redneck Engineering and Pete G. All were ready to wake up Atlanta and party their butts off...and party we did.

Doors opened at 10 a.m. on Saturday to a massive hall packed with hundreds of wild rides, a slew of vendors, beer and food stands at the ready and the Purrfect Angelz ready to bump and grind their way into your heart. Saturday's bands included the DB Bryant Band, and one of our true favorites, Blackberry Smoke. Sunday's headliner was Satisfaction (a tribute to the Rolling Stones).

This was one difficult show to judge, I know, I was one of the judges. I don't think I've ever seen so many incredible custom bikes under one roof. And creating a show-winning ride is getting harder and harder to do. Builders keep raising the bar and a bike that would have easily been a Best of Show winner





two years ago doesn't even get noticed today. When the smoke cleared on Sunday afternoon, Alyssa, our Ms. Easyriders 2004, Kai Raecke and myself took to the stage along with John Green to give out the cash, prizes and trophies to the lucky winners.

Best of Show winners included first place Spectator, Pete G's. Choppers; Judged class first place Butch Mitchell of Stinger Customs; and Invitational class winner Mike Dusold of Lewisville, Texas (the first custom he's ever built). One of our personal favorites was the cool gold bobber by David Covington.

Special thanks to our proud sponsors of the 2004 Easyriders Bike Show Tour, Carolina Custom Products, Performance Machine, Belt Drives Limited, Biker's Atlas, Avon Tires and Defiant Customs. We'll see you at the all-new Centerfold Tour. Meet more master bike builders and other surprises as we rock 15 cities around the country (see ad in this issue for more details). *— Dave Nichols*

Photos: Kai Raecke

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KAMA SUTRA

"With motorcycles, even ugly people get laid," is Jerry Burrows' reasoning behind the existence of this bike. While building this bike, the crew came up with names like "Sex Toy" and others. The partying group finally settled on Kama Sutra, the baptism done in a sort of beery fog.

Each year, Jerry and his Road Hawgs crew build a bike for the Easyriders Bike Show, and Kama Sutra is their latest entry. "We wanted to do something different," Jerry says, "and I looked at the idea of the sprockets with the brakes and I wanted to do one on each side. I ran a jackshaft so I wouldn't have to offset the motor and the motor and transmission are perfectly centered in the frame."

Kama Sutra

While the wheels came from Paul Yaffe, Jerry says the folks at PYO wanted to customize them according to Jerry's specs, "but then they ran out of time, so we made our own hubs to accommodate for the two sprockets."

One thing that's changed since these pictures were taken is the front end. "The rake and trail were a bit off," explains Jerry, "due to our narrow time frame. The front end was 10 over, which gave it too much flop. So we changed that to a 22-inch-over front end, with an 8-degree rake in the tree, added to the 55 degrees in the neck."

With the total of 63 degrees and an ideal trail of "within 2 inches, now you can steer that thing one-handed," Jerry says.

That's perfect, because with the free hand, you can now pick up chicks like apples from a tree. Even if you're ugly. By the way ladies, this chop won Best of Show in Columbus. — *Red Baron*

The two chains don't do anything for the bike's performance," Jerry admits. It just "looks cool as hell," he laughs. "And I wanted to run a 280 rear tire." Well, being cool is reason enough.

The Road Hawgs crew also built its own motor, so they made their own pan covers, built some special cylinders, as Jerry calls them, "not too big, you know, it's only 93 inches. But with a bike like that, you don't want to go too fast anyway."

Owner: Jerry Burrows
City: Crown Point, Indiana

General
Year/make: 2004 Hot Rod
Model: Kama Sutra
Assembly: JB/Road Hawgs

Engine
Year: 2004
Builder: Road Hawgs
Displacement: 93 cubic inches
Pipes: Road Hawgs

Painting
Painter: Nick
Color(s): tangerine
Type: House of Kolor

Frame
Type: hidden-shock
Builder: Road Hawgs Ltd.
Rake: 55 degrees

Accessories
Handlebars: Paul Yaffe Originals
Fenders: Road Hawgs Ltd.
Headlight: Headwinds
Taillight: Paul Yaffe Originals
Gas tank: Road Hawgs Ltd.
Oil tank: Road Hawgs Ltd.
Seat: JB/High End
Grips: Road Hawgs/Jason

Front end
Type: Exile
Builder: Exile

Wheels
Make: Paul Yaffe Originals
Size: 21 x 2.25/ 18 x 10.5
Tires: Metzeler
Brakes: Exile

Photographer: Michael Lichter

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SCREAMIN' SPORTY

I have a 2004 XL 1200 Sportster that is completely stock. I want to begin the journey into making it "mine" by starting with the exhaust. What would you suggest that is reasonably priced to get both a good sound and a little more power? Are you a fan of Screamin' Eagle?

Philip V. Rosati
Las Vegas

The better slip-on mufflers that utilize the stock head pipes are relatively inexpensive, easy to install, good for a 5 to 10% increase in horsepower and torque, and sound good. Screamin' Eagle slip-ons are pricey compared to the competition, but work well. I don't have 2004 fitment notes, but slip-ons are also available from Cycle Shack, S&S, and other sources. Complete 2-into-2 exhausts with built-in mufflers are a good option too, but pricier than slip-ons. You might also consider a 2-into-1 collector system, which will have more of a custom look and probably make a little more horsepower and torque than the others, if tuned correctly. Two-into-1s seem to be the priciest of the lot.

WHAT'S TOO HOT

I have a RevTech 110 engine in my 1996 FLSTC. My question is how hot should the engine run? It normally runs between 225 and 230 degrees at 60-65 mph on an 85-degree day. If I get in any stop and go traffic at all, the temp shoots up to 250 degrees. I put H-D synthetic oil in it and that dropped operating temps by about 10 degrees but it didn't help with the stop and go problem. I also put an oil cooler on it and that seemed to help, since it lowered the operating temp to 210. The real question: Is there any risk of damaging the engine with sustained temps above 230-235 degrees?

Charlie
Virginia Beach, Virginia

Actually, 230 is about optimal and 250 shouldn't be a big deal, especially at highway speeds where you have good oil circulation. How your bike runs is more significant than arbitrary temp numbers. It will be more likely to ping if it overheats. Be careful with your throttling when that happens, and if the bike wants to ping constantly, stop to let it cool off. This is assuming that your timing, which should be around 28-30 degrees when fully advanced, is right and that you're running decent gas. 92-octane gasoline should be fine.

TIMING IS EVERYTHING

I bought a used magneto for my 93-inch shovelhead at a swap meet, had it rebuilt, which included recharging the magnet and putting in a new condenser. It makes a good spark if you spin it up. The problem is that it takes at least 20 kicks to start whether it's hot or cold. It runs OK once it is going but starting it is killing my knee.

The carburetor is an S&S Super E with 0.295 and 0.072 jets. It worked fine before the mag and when I put the original ignition back in it starts after two or three kicks every time. I have checked the timing several times and the mag fires when the flywheel timing mark is dead center. I don't retard it for starting.

Robert Tooley
Rosilyn, Alaska

Timing and the starting ritual are critical for kick-starting a mag. First, be sure to ground the mag when you do your prime kicks. Use the kill switch, which should be a momentary contact button-switch or toggle that grounds the post on the side of the mag to the frame when you press it. Be sure you're getting enough fuel, but understand that you're done for if you flood it.

I think the jetting is correct or at least close, but you'll want to experiment with different starting techniques. Try a couple of prime kicks with the enrichener up all the way, then close the enrichener, release the kill button and start kicking. At first, try with the throttle completely closed. If that doesn't work, try cracking the throttle a hair.

For best starting, adjust the idle mixture screw according to S&S's instructions or maybe a tad richer, and set the idle at around 1,000 rpm when hot.

With the carb good to go, you should get some indication during the first couple of kicks that the bike's firing. It should kick back or at least give you a dull "poomf" sound in the pipes. If not, advance the mag a tad. If you reach the point that the bike kicks back consistently, try a different throttle technique. If it kicks back but you still can't get it to run, back the timing off a hair. If not installed 180 degrees off so they're firing on the exhaust stroke instead of compression, mags are usually pretty easy to get along with. Finding the correct starting ritual for each particular combination of carb, cam, and ignition timing should be the only hard part.

CARTRIDGE MEANS EXPENSIVE

When I took my 2002 Electra Glide in for the 10,000-mile service, the mechanic said that it has a cartridge fork. What does that mean, exactly?

Gil Sanford
Thousand Oaks, California

Cartridge forks meter fluid movement more precisely than a conventional hydraulic fork. That provides better control of compression and rebound, which means you get firmer, more predictable handling over rough surfaces and during hard braking without having the bike ride like a buckboard and try to beat you to death. The disadvantage is that adjusting the oil level in the cartridge side requires that the fork be partially dismantled, so it's pretty labor-intensive.

LIGHTS OUT

I just put a custom taillight on my rigid Sport. I have juice at both of the contacts in the socket, but no light from the bulb, which I have replaced twice. WTF?

Ron Masters
Ashland, Oregon

You've probably got a bad ground or poor contact between the bulb and socket base. No ground means no current flow, so start there. Then, be sure there's no corrosion on the contacts. Socket bases are spring-loaded, which means that you may be able to improve contact by stretching the spring. If that doesn't shed some light on things, take a closer look at the bulb filaments.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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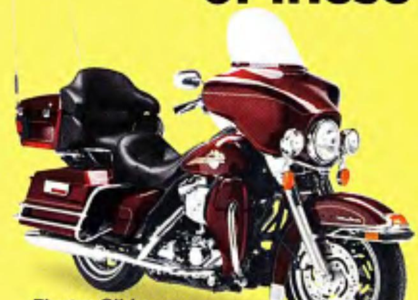
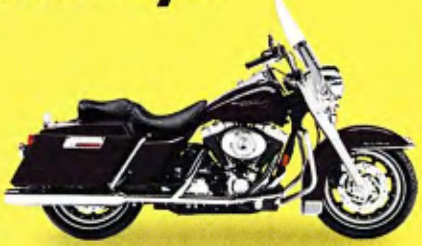


Electra Glide



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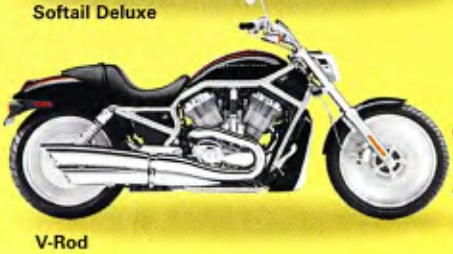

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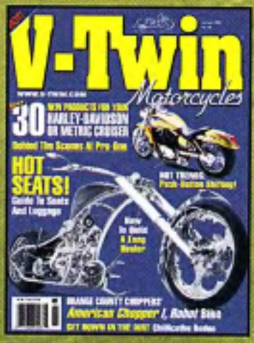

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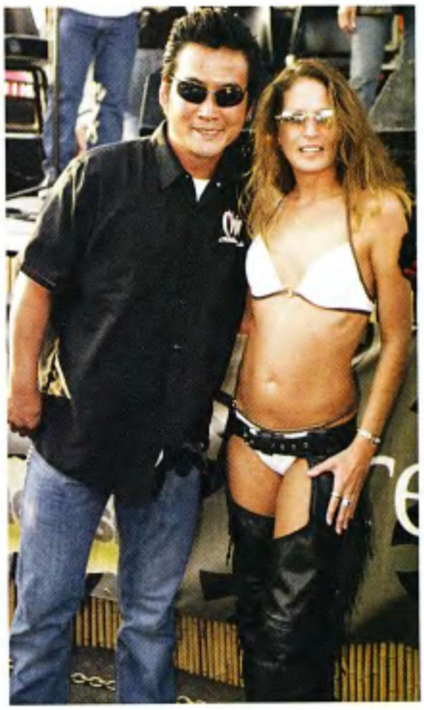


HARD ROCK ROADHOUSE

CASINO ROADHOUSE TOUR

Remember the Camel Roadhouse with the big yellow tents that appeared at all the major bike events a few years back? Remember how they chose a handful of master bike builders to create one-of-a-kind custom bikes? You could stop by and get your fill of pro-smoking propaganda and an autograph from Jesse James, Dave Perewitz, Eddie Trotta or Jim Nasi.

Well R.J. Reynolds decided to pull out of the Camel Roadhouse Bike Tour and the yellow tents dried up and blew away. This left a hole to fill and a lot of different companies played around with the idea of doing a similar gig.

When the smoke cleared, promoter Carrie Repp went fishing for sponsors for a Roadhouse concept and snagged a big fish—the Seminole Hard Rock Hotel and Casino of Florida. With the help of *Easyriders* and *V-Twin* magazines, Carrie hooked up with such venerable motorcycle aftermarket companies as S&S Cycle, Baker Drivetrain and Performance Machine to supply parts for master builders to create special Hard Rock bikes. But to do that you need bike builders. Carrie chose builders that America has heard of thanks to our magazines and The Discovery Channel and wound up with Cory Ness, Chica, Eddie Trotta and Kendall Johnson.

These four horsemen built wild Hard Rock bikes and the tour was on. Last year you could stop by the Hard Rock Roadhouse and meet the builders, drool over their creations, hear great live music, drink beer and generally embarrass yourself. It all happened at such incredible motorcycle gatherings as Myrtle Beach, Laconia, Sturgis, Biketoberfest and Ft. Lauderdale, at the Casino itself, during the massive Sun Run in December.

Besides meeting the builders you could get a picture with the Hard Rock girls, the Hawaiian Tropic Girls and the really sexy girls who sell beer at these events. Other sponsors of the Tour included Trimspa, Bikernet, Hawaiian Tropic, Gibson Guitars and Digital Lifestyles.

Photos: Mike Lichter and Don Rogers

But wait, there was more! You could also enter to win one of the Hard Rock bikes that were on display. Grand prize finalists were drawn at every bike event and won a trip to the Casino during the Sun Run in December to discover which of them won the bike of their dreams.

Now the Sun Run is a huge event by itself, but the Hard Rock Roadhouse was packed with bikers waiting to see who the winner of the bike would be. Could it have something to do with the fact that they could hob-nob with their favorite bike builders, or could it be that they just wanted their picture taken with Steven Tyler of Aerosmith? Well, when the smoke cleared, the proud winner was Steve Levy of Ft. Lauderdale who chose Eddie Trotta's awesome custom bike. And a fine choice it was.

"I picked Eddie's bike the second I saw it on display at the Hard Rock Casino," Steve told us. "It was definitely a dream come true to win this bike. I mean, I had watched Eddie on TV and then to actually be able to hang out with the guy and own one of his bikes just blows me away."

The folks at the Hard Rock think the Tour was such a smash success, that they want to do it all again for 2005. Watch these pages for Hard Rock Roadhouse ads to see what Carrie Repp has up her sleeves or visit www.hrroadhouse.com. You'll definetly don't want to miss out.

—*Phantom*

THIS AIN'T NO CINDERELLA STORY

BUILT BY A chick?

So there's this cool looking sled sittin' here, almost dripping because the paint looks so wet and, as ya look it over, you can see that there's more goin' on here than you first thought. Next, you'll be asking, "Who built that?" and you'd probably expect to hear that it's some new guy on the scene, but truth be told this bike was built with a woman's touch. Enter Dawn Norakas, co-owner of Stinger Custom Cycles.

Dawn and her business partner Butch Mitchell met on a bike run in Vegas a few years back and soon realized that they had similar ideas when it came to custom bikes. Naturally, each of them was eager to give the biz a try, so it was soon to follow that they launched the new company after hiring ace fabricator Andy Funderburk.

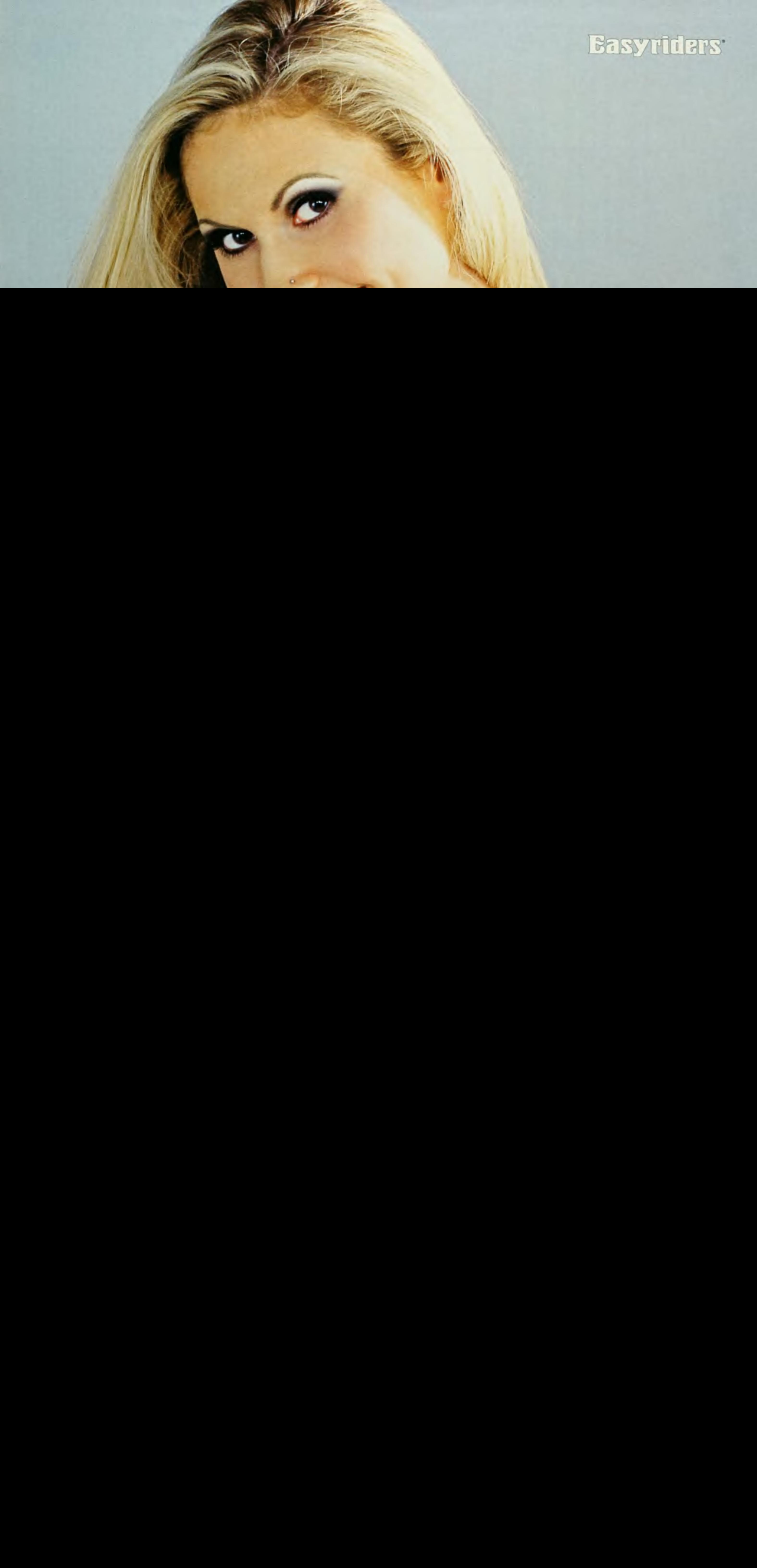
Aside from being the namesake for the "Funder" exhaust system seen on this bike, Andy's main task is taking Dawn and Butch's ideas (in addition to his own, mind you) and turning them into reality. This particular bike was inspired by Dawn's interest in building a chopper that a woman could ride, and as Dawn is all of 5 foot 6 there were a lot of details to hammer out.

Dawn, Butch and Andy took their collaborative ideas and set to work creating this beautiful blue sled in a mere six weeks. Among the more noticeable items on the bike are the gas tank, oil tank, fenders and exhaust pipes that Andy fabbed to show off the Stinger style. Dawn shortened the foot control levers, had the 3-inch belt drive cut down to 2-inches for leg clearance and added Stinger's own twist throttle and clutch to eliminate the hand levers that she found hard to reach. The frame was built with a dropped seat, and with the Progressive Suspension Airtail system, the chassis is more manageable for someone of Dawn's height.

After completing the bike, now dubbed "Sickaly" (that's 'sick-a-lay'), Stinger has been gaining notoriety on the show circuit and in the press. Dawn's eventual goal is to put together a "Get Her Off The Back" campaign to get more women riding their own choppers and who better to build them than Stinger? I don't think anyone will have any problems with that, after all, there's something very sexy about a woman riding a chopper, dontcha think?

As for Stinger Custom Cycles, keep an eye out for them on the show circuit. They'll be easy to spot, Dawn's the one with dirt under her nails and a big smile on her purdy face.

—Wordman


Easyriders

passin' gas

There were two guys on a motorcycle riding down the road. The driver was wearing a leather jacket that didn't have a zipper or any buttons. Finally he stopped the bike and told the other guy, "I can't drive anymore with the air hitting me in the chest."

After thinking for a while. He decided to put the coat on backwards to block the air from hitting him. So they continued down the road and came around a curb and wrecked the bike.

The farmer who lived nearby called the police and told them what had happened. The police asked him, "Are either of them showing any life signs?"

The farmer said, "Well, that first one was 'til I turned his head around the right way."

R. Meyerson
WPB, Florida

A woman was making last-minute preparations for a gala dinner she and her husband were throwing at their new Malibu beach house when she realized she had forgotten to purchase escargot.

"Will you run down to the beach and get some snails?" she asked him.

Her husband took a pail and started walking along the shore. Before long he noticed a super-hot chick in a bikini walking in his direction. Much to his surprise she stopped and began talking to him. Eventually their conversation took a personal turn and she invited him back to her house. An intense mutual attraction drew them to her bedroom where they made love so passionately that the man fell into a deep sleep afterward. When he woke up, he was horrified to see that it was 7 a.m. Throwing on his clothes and grabbing the pail, he sprinted down the beach to his house where he took the steps two at a time. On the last one he tripped and went flying, spilling the pail's contents.

His enraged wife yanked open the door. The man looked at the snails scattered all over the cedar deck, then at his wife, and then back at the snails. "Come on, guys," he gasped, "We're almost there."

Burt
Palmdale, California

A blonde stood at the gates of heaven and heard horrible screams of pain and torture coming from inside.

"What's going on?" she asked St. Peter.

"That's the sound of new angels getting big holes drilled into their backs for wings and small holes drilled into their heads for halos," St. Peter explained.

"Heaven sounds terrible," the woman gasped. "I think maybe I'd rather go to hell."

"In hell you'll be constantly raped and sodomized," St. Peter warned.

"That's okay," said the blonde. "I already have holes for that."

Burt Whitcomb
Palmdale, California

A lady goes to the meat department, where Biker Bob was the butcher and asks him, "What can I serve for dinner tonight?"

Biker Bob says, "Well, lady, we have some fresh cow's tongue."

The lady says, "Are you insinuating that I would serve something that's been in a cow's mouth?"

Biker Bob answers, "Lady, you were in here yesterday buying eggs."

J. Perez
Livingston, Texas

A very old couple who had been married forever were sitting on the porch one night. Suddenly the old woman reached over and smacked her husband, knocking him off the porch.

He crawled back up and asked, "What was that for?"

She said, "For having a little pecker."

He sat there quietly a moment, then smacked her, sending her off the other side of the porch and into the bushes.

She crawled back and said, "What was that for?"

He told her, "For knowing there was more than one size."

J. Martinez
Dallas

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Dawn Norakas
City: ....Cedar City, Utah
Designer:........Stinger Custom Cycles

General

Fabrication: ....Stinger Custom Cycles
Year and make:....2004 Stinger Custom
Model:............Sickaly Chopper
Assembly:........Stinger Custom Cycles
Time: ....6 weeks including paint
Chroming: ....Automotive Plating

Engine

Year:....................................2004
Model:..............TP Engineering
Rebuilder: ....TP Engineering
Ignition: ....TP Engineering
Displacement:..........124 inches
Lower end: ......TP Engineering
Balancing: ....TP Engineering
Pistons: ....TP Engineering
Heads:..............TP Engineering
Cam: ....TP Engineering
Lifters: ....TP Engineering
Carb: ....Mikuni HSR 48
Air cleaner:.........Joker Machine
Pipes: ....Stinger's Funder Exhaust

Transmission

Year:..................2004 Rev Tech
Modifications:..............6-speed
Shifting: ....foot

Painting

Painter: ....Gary Crisp/ The Paint Shop
Color: ....cobalt blue over silver
Type: ....House of Kolor

Frame

Year:...................................2004
Builder: Stinger Custom Cycles
Type: ....hidden-shock
Rake: ....48 degrees
Stretch: ....6 inches up, 4 inches out
Shocks:........Progressive Airtail

Accessories

Bars:....Stinger Custom Cycles
Handlebar controls: ......Stinger Custom Cycles internal
Fender(s): ....Stinger Custom Cycles
Headlight: ....Headwinds
Taillight: ....Paul Yaffe Originals
Pegs: ..Stinger Custom Cycles
Electrics:..........Stinger Custom Cycles
Gas tank: ....Stinger Custom Cycles
Oil Tank: ....Stinger Custom Cycles
Oil system: ......TP Engineering
Primary cover: Stinger Custom Cycles
Seat:..............Guy's Upholstery
Mirrors: ....none
Grips: ..Stinger Custom Cycles

Forks

Type: ..Harley-Davidson Deuce
Extension: ....16 over
Builder: ....Stinger Custom Cycles

Wheels

Size:............Notorious by Weld
Hub:..................................Weld
Tires: ....Avon
Brakes: ....Stinger Custom Cycles/Exile

Other Special Modifications:

Internal clutch and throttle designed by Stinger Custom Cycles. All wires and cables hidden in frame. Three-inch BDL belt drive cut down to 2 inches by Stinger Custom Cycles. Custom "sprotor" and all fabrication by Stinger Custom Cycles.

Photos: ....Darryl Briggs

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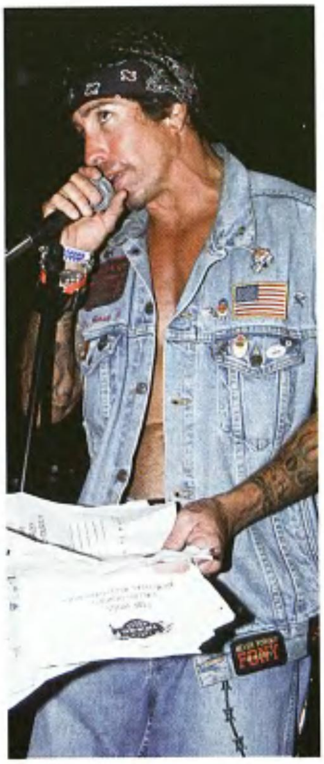
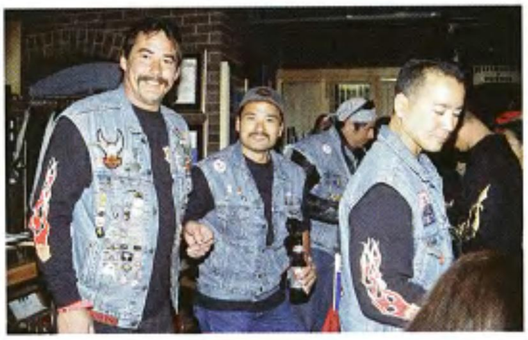
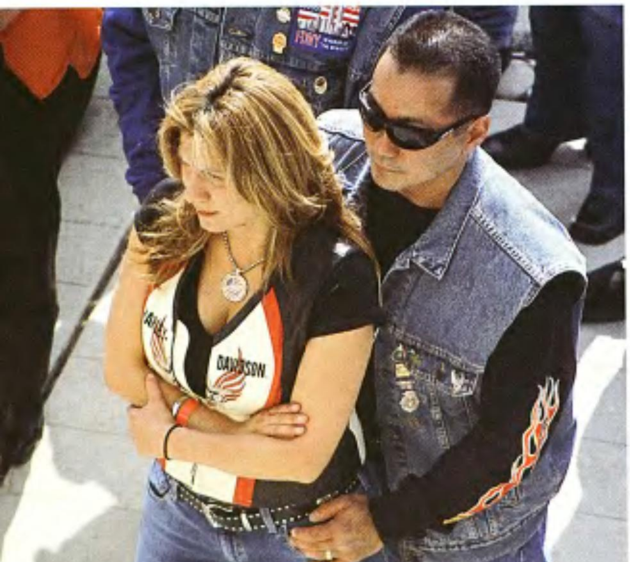
FIRE HOGS TO THE RESCUE

Even in Hollywood, the home of decadence, a peaceful Sunday morning can be veiled in reverence and cloaked with respect. Last June 15, Fire Station 27 in Hollywood (the oldest in Los Angeles), was a place of appreciation for bikers who had gathered early that morning and collectively bowed their heads to observe a moment of silence in remembrance of fallen firefighters.

A quiet calm hung in the crisp, damp air that enveloped the crowd, a serenity soon fractured by the plaintive tolling of a large brass bell. Each tug on the rope produced







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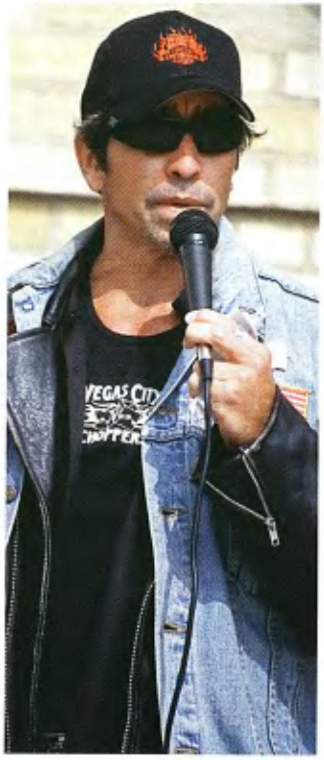
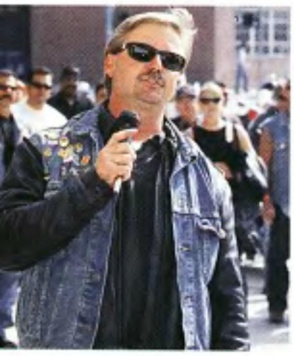
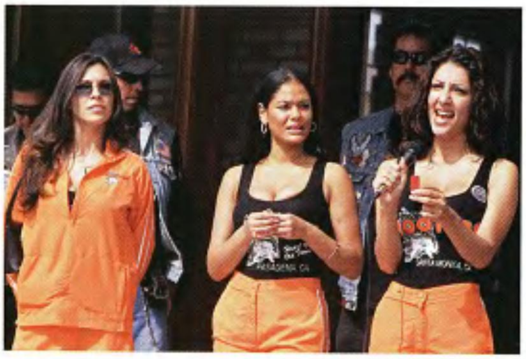
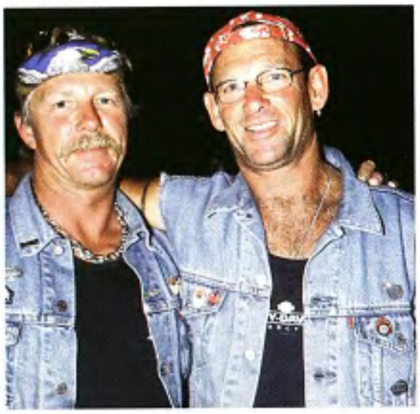


FIRE HOGS
MEMORIAL RUN
NEVER





BRUNC



a somber, poignant tone. Simple and stately, each ring signified the loss of a friend, comrade and family member.

The bells segued into a somber bagpiper's reverberations of *Amazing Grace*. Each note resonated with clarity and tranquility over the bikers who were amassed in the driveway. Each of them knew they were involved in a good and positive function by their presence and participation in the sixth annual Fallen Heroes Memorial Run.

Following a rousing rendition of our national anthem, sung solo by Teri Akahoshi, daughter of Fire Captain Mark Akahoshi, motorcycles were quickly mounted, soon to become a unified cord that would shatter the morning's peacefulness with the crackling bark of Harley thunder. More than 300 riders, two abreast, rumbled down Cahuenga Blvd., crossing Sunset Blvd. in a push for the Hollywood Freeway and then west on Highway 101 through the San Fernando Valley to Stop 2 at Yankee Doodle's in Canoga Park.

The pack would grow and wind its way over Topanga Canyon to a gratefully clear day on the Pacific Coast Highway in Malibu and Stops 3 and 4—Duke's on the south end and The Sunset Restaurant 15 miles to the north at Westward Beach.

Bikes soon peeled out, heading north on PCH to Camarillo and a scenic putt loaded with tight turns over Portrero Canyon, overlooking the blue Pacific Ocean. The pack exited the wilderness at Newbury Park in the Conejo Valley and headed to the run's party destination, The Canyon Club, in Agoura Hills.

The Fallen Heroes Memorial Run is just one of many good deeds done by the Los Angeles Fire Department's riding brotherhood. The concept of the Fire Hogs club came from a shovelhead rider, Fire Captain Joe Teijeira, or simply "Joe T," to his Fire Hog brothers and firefighter friends. Riding with guys he worked with to "de-stress" on off days created a camaraderie that snowballed into the formation of a club. The goal of the Fire Hogs MC is, "Promoting brotherhood among firefighters. Developing a relationship with the community we serve. To provide assistance for fallen brothers and the loved ones left behind, and to promote an organization based on trust, respect, fellowship, freedom and unity."

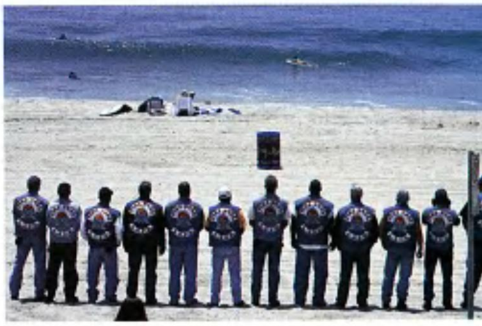
The Fallen Heroes Memorial Run began behind an idea from Station 69's Mike Kammerer. The run would commemorate and assist the families of four fellow firemen: three who died on duty in a helicopter crash and a fire captain who perished when a roof collapsed, all in 1998.

The first Fire Hogs "event" was 10 guys hangin' around a rusty hibachi barbecuing burgers. Loyal sponsors have helped it grow like, well, wildfire, over the last five years. The 2004 Fallen Heroes Memorial Poker Run brought in around $15,000. Which, combined with other events held during the year, allowed the Fire Hogs to hand over a fat $20,000 check to the L.A. Firemen's Relief Association.

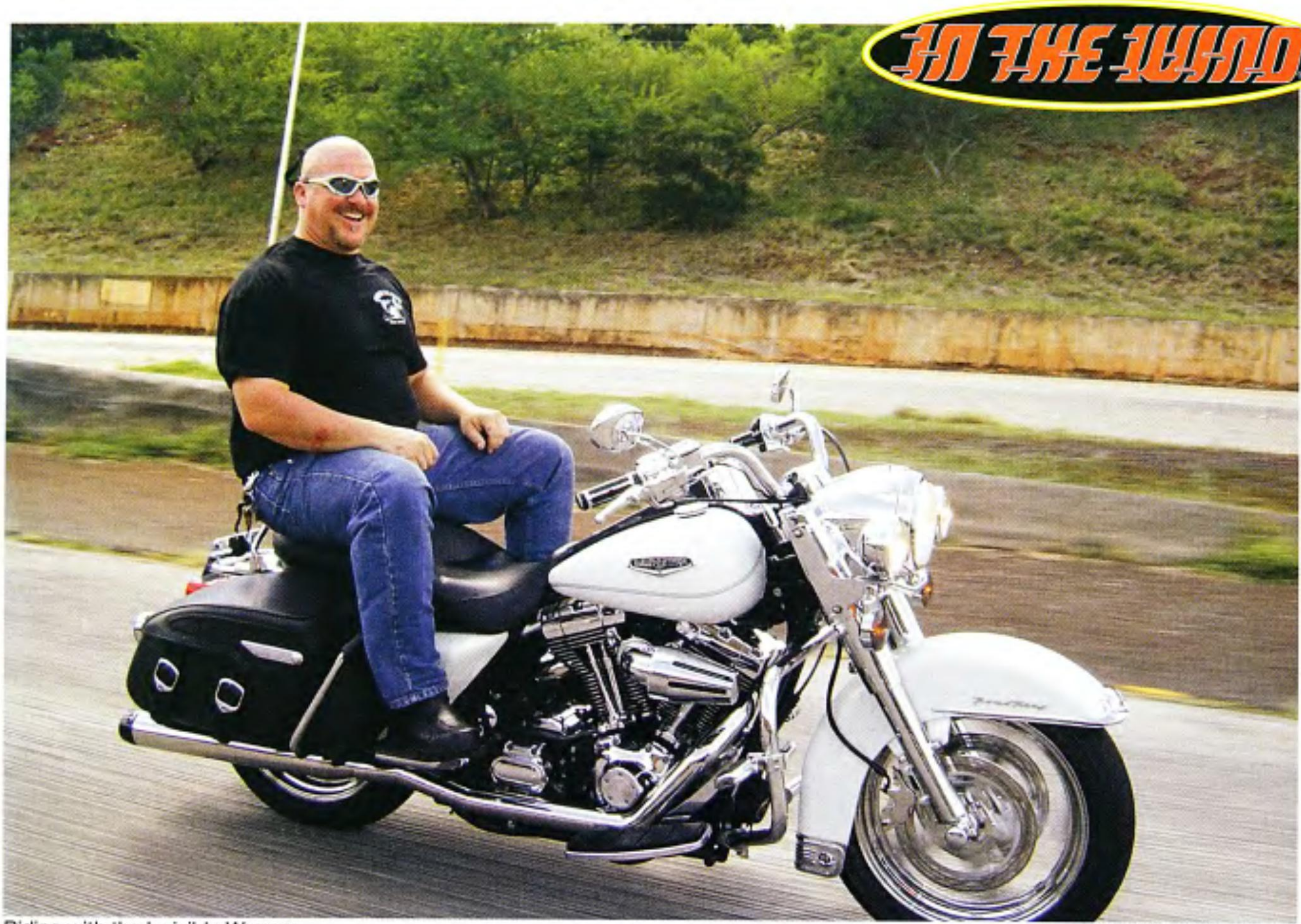
The Relief Association oversees the Widows, Orphans and Disabled Firemen's Fund, providing assistance to all LAFD members, active, and retired, their widows and survivors, and is financially reliant entirely on individual donations and group efforts such as the Fallen Heroes Run.

Their various benefits over the years have put them over $100,000 in accrued donations delivered. No wonder the Fire Hogs MC was the featured "honoree" last December for charitable work in advancing the cause of the Firemen's Relief Association. It was the first time a group, rather than an individual, was honored. Congrats, Fire Hogs! To get information on the next memorial run in June, go to: www.firehogs.org.

—*Pan Man Pete*



Photos: Kim Peterson



Riding with the Invisible Woman. —*Andy Kirk, Honolulu, Hawaii*

Bath time at the barracks. —*Jay Mac, Enon Labor Day Biker Party, Enon, La.*

There's one in every crowd. —Katmandu, Southern-Style, Port St. Lucie, Fla.

A real dear in the headlights. —Chris and Cynthia, Anaheim, Calif.

Norm's girls are No. 1. —Norm Fickett, Hospice Run, Solon, Maine

In deep reflection. —Buffy Hardtail, On the road

Keepin' our troops in the know and smilin'. *—Staff Sgt. Dan Linville and the Dirt Boyz, USAF, Minot, N.D.*

—Gun. Sgt. David Townsend, Staff Sgt. Rich Lockhart, Fallujah, Iraq

Sexy six-pack. *—Steve Perry, 2004 Gulfport Blowout, Miss.*

Needles Highway tunnel of love. *—Tiger and Teri, Milwaukee, Wis.*

Time for dessert. *—Les Holt, La Porte, Texas*

Robert adds his own high-octane fuel for a burnout. *—Rick Migrants, Sheridan, Va.*

Bad-ass '57 panhead is a high school metal shop project. Nice job, kids. *—Kevin Baas, Lakeville, Minn.*

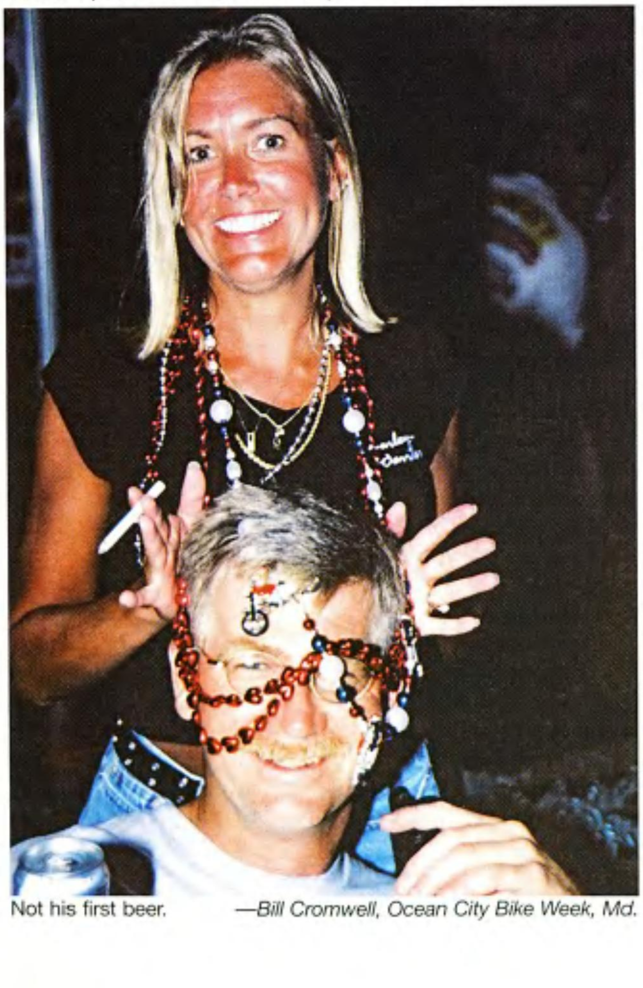
Celia and Mike ride Alligator Alley, free and in da breeze, headed for Key West. *—Sean Gillespie, St. Petersburg, Fla.*

She's sweet on a 7 Hills Choppers ride. *—Mick Alfonso, Rome, Ga.*

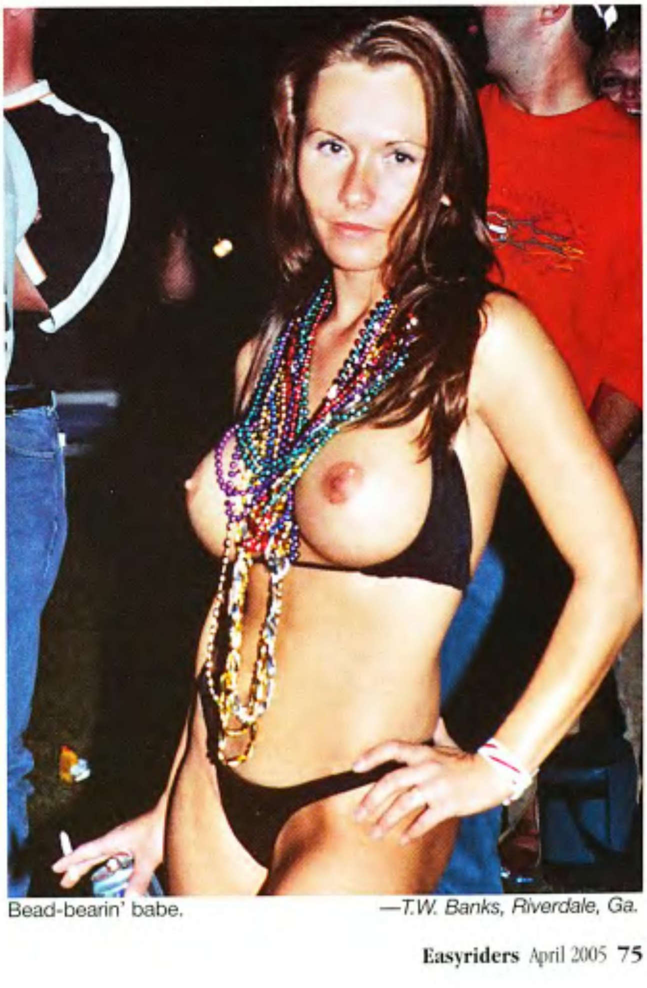
Patriot, hero, friend; we miss you, Chic.*—Mark Siebert, Arlington, Va.*

Dyna-mite. Photo: Tina A. *—Michael Thigpen, Baton Rouge, La.*

Out for a putt at the Lone Star Rally, Galveston, Texas. *—Chrystal Scott and Wavie Mann, Kilgore, Texas*



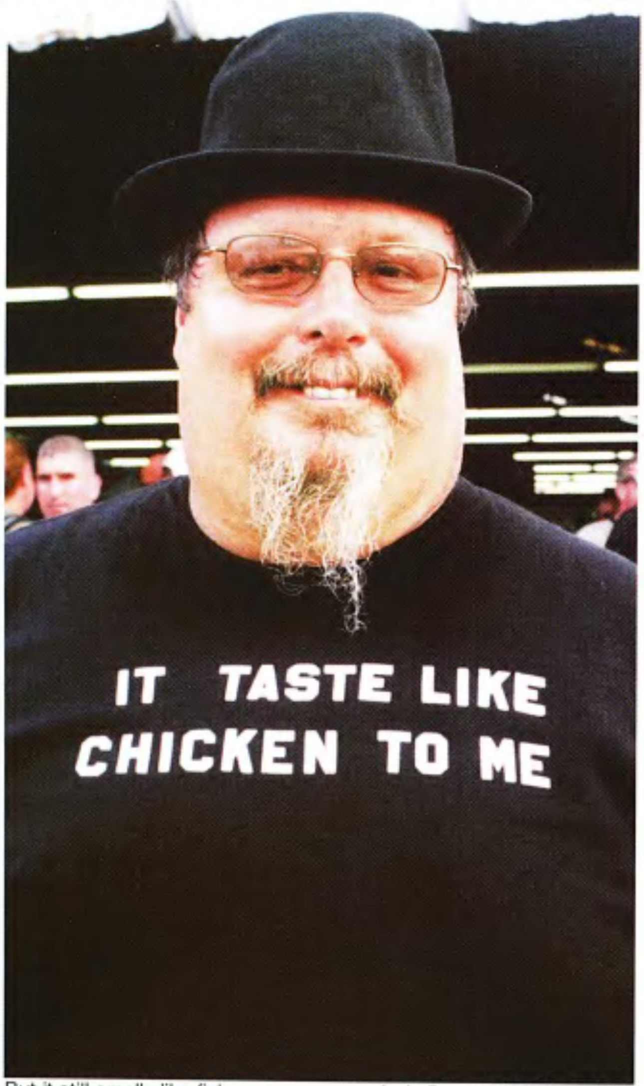
Not his first beer. *—Bill Cromwell, Ocean City Bike Week, Md.*



Bead-bearin' babe. *—T.W. Banks, Riverdale, Ga.*

New bike, new wife—off to Sturgis. —*Joel Pruitt, Clarksville, Tenn.*

Looks like freedom for Zick. —*Photo: Melissa, Conesville, Iowa*

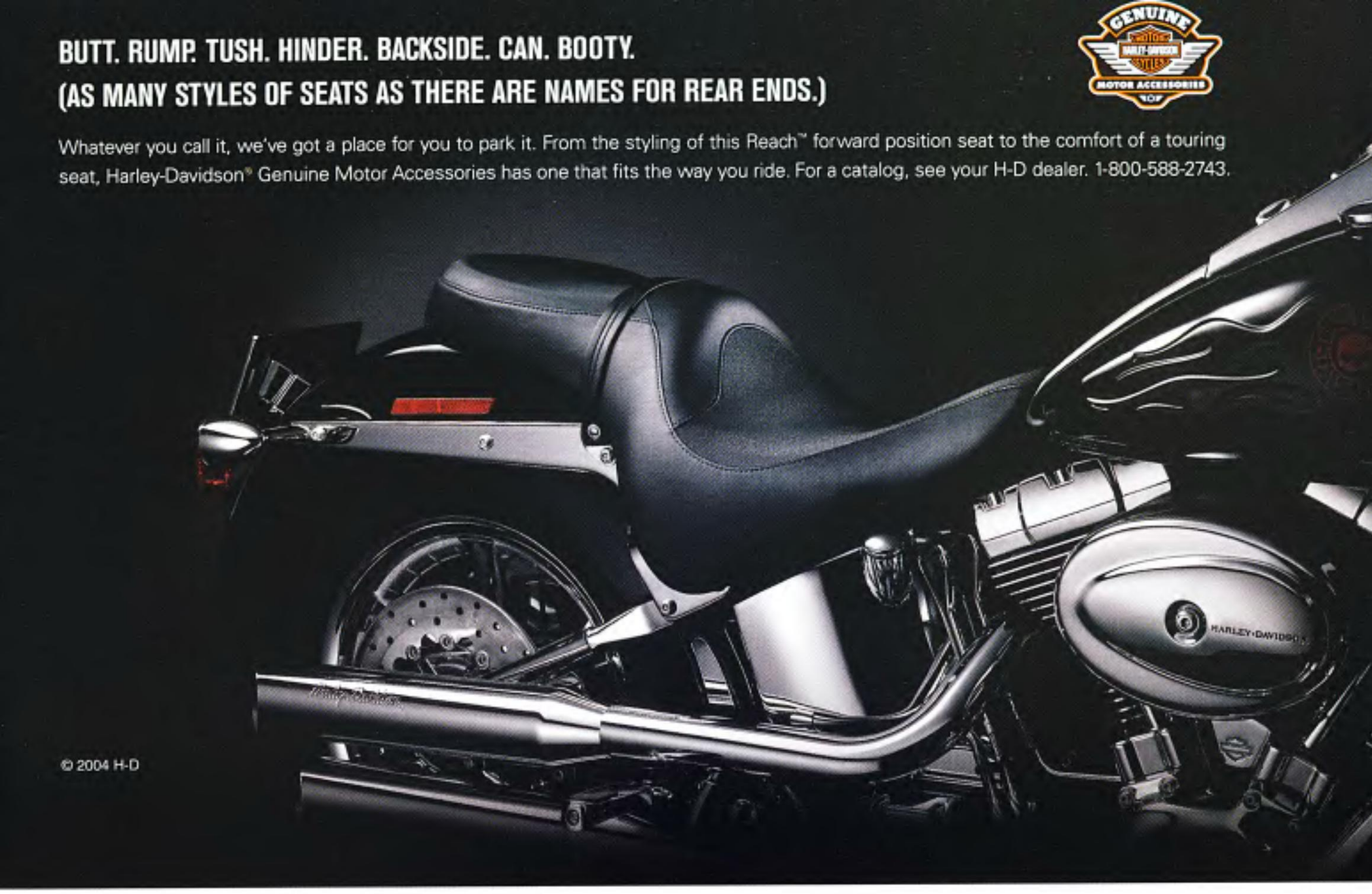


But it still smells like fish. —*Judy Brown, Salisbury, N.C.*

Does size really matter? —*Mark and Tina, Eaton, Ohio*

Lady Lake-r riders? —*Connie and Munch, Detroit Lakes, Minn.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.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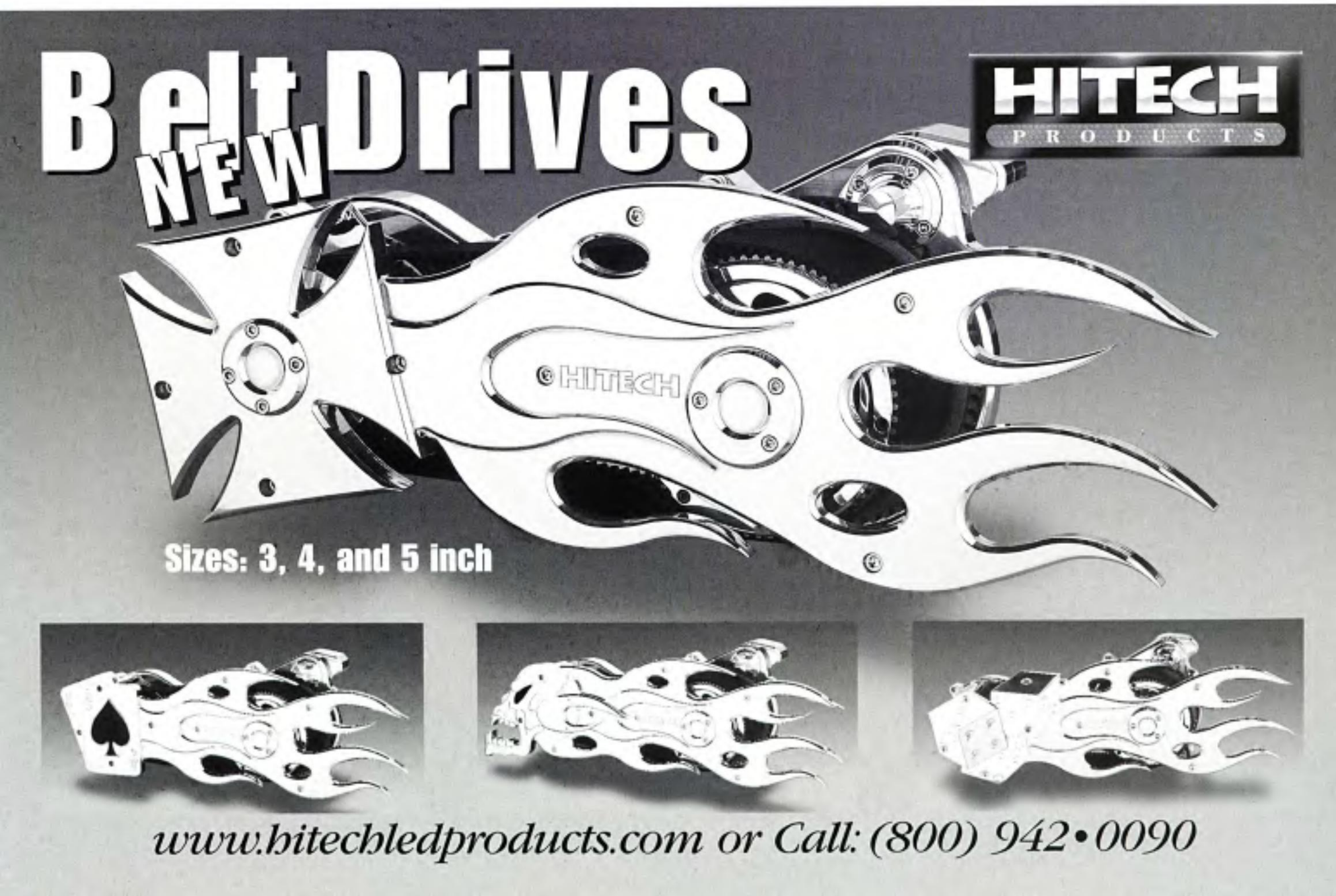
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"I LIKE BOBBERS..."

RODDIN' IT

John Vescovi is a longtime hot rodder, which spawned the original vision for this bike; it was derived from the form of a '32 Ford Highboy. He purchased the '67 shovel from his father, which looked nice as an FLH, but he says it just wasn't what he wanted.

So John rebuilt the motor with Wiseco pistons, and an Andrews A grind cam. Precision Balancing trued and balanced the lower end, and he fitted the bike with an S&S E carburetor and a velocity stack. Other than that the mill is fairly stock, with the original 74-cubic-inch displacement. A light bike like this really doesn't need much more.

The '67 Harley-Davidson transmission case now houses a RevTech close ratio gear set. John fabricated the jockey shift lever, adding an antique reproduction shift ball from an old car.

HARLEY-
DAVIDSON

He retained the electric starter, using a tin outer primary from Custom Chrome to give it that ol' timey look. The foot controls and pegs are out of the MID-USA catalog. The front end is a late-model Harley Springer that John cut the tabs off of and painted black. He bent a set of narrow drag bars and added vintage-style red grips from V-Twin Manufacturing. The front brake control is from the folks at Performance Machine, and the teardrop headlight is from Arlen Ness.

John shoehorned the FLH running gear into a Santee rigid frame, which he had to cut up a bit to use the Choppers Inc. oil bag. He also had to move some tabs around on the frame to sanitize everything. The gas tank is from a late-model Sportster for which he fabricated hidden mounts. It features a pop-up gas cap and a rib molded down the center.

The paint was originally to be black primer, but once John had it all together he couldn't bear to leave it that way. He sprayed on the basic paint scheme himself, and his cousin Doug Jahnke laid down the graphics and gold leaf. Doug used to paint for the old Columbus, Ohio, Easyriders Store and is now working on his own. The chrome on the bike was done by Chrome Masters and is tastefully understated.

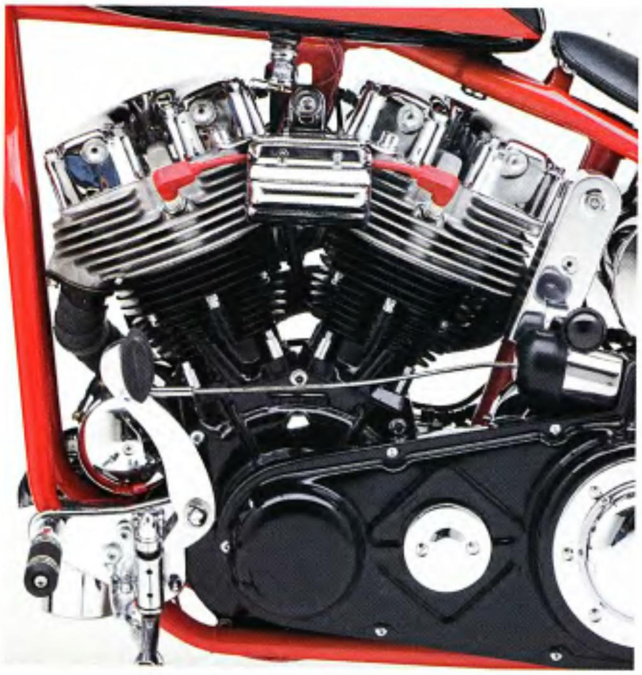
The ribbed rear fender is from Chica Customs Cycles, and John fabricated the fender strut out of a continuous piece of bar stock. Chica also supplied the seat and those trick coil springs. John welded up the racy exhaust system out of mandrel bent pipe.

Casey Johnson whipped out the billet license plate bracket as well as the ignition box. The Ford taillight echoes and

builds on the highboy theme, along with the whitewalls, and red rim wheels, with billet hubs and stainless spokes, which were procured from DNA, out of California. John says they are "real nice stuff, and priced right too." The brakes are two puck units from Performance Machine.

John says he never much cared for the up-stretched chopper look, so most of the bikes he's built are a long, low hidden-shock-style. He is currently working on two bikes, an Evo-based bobber, and a pro-street scoot, both of which will have appeared at the Easyriders Columbus Bike Show by the time you read this.

John will soon be working out of Cycle Shack in Midway, Ohio, but no matter what, he will continue to build project bikes on consignment from home. Perhaps you would like him to build one for you? His number is 937-256-6559. —*Kit Maira*



Owner: ....John Vescovi
City: ....Dayton, Ohio

General

Fabrication: ....owner
Year/make: ....1967 Harley-Davidson
Model: ....bobber
Assembly: ....owner
Time:.................................5 weeks
Chroming: ....Chrome Masters

Engine

Year: 1967
Builder:..................................owner
Displacement: ....74 inches
Cam:..............................Andrews A
Carb: ....S&S Super E
Ignition: ....Compufire
Pipes: ....owner

Transmission

Make: ....Harley-Davidson
Year:...1976
Shifting:..................4-speed jockey
Special features: ....RevTech gears

Painting

Molding:..........owner/Doug Jahnke
Painter: ....owner/ Doug Jahnke
Color: ....red/black
Type:...PPG
Special paint: ....gold-leaf graphics

Frame

Maker:.................................Santee
Type:........................wishbone rigid
Rake/Stretch: ....stock
Other alterations: ....many

Accessories

Handlebars: ....owner
Risers: ....Harley-Davidson
Handlebar controls:....Performance Machine
Fender: ....Chica/owner
Headlight: ....Arlen Ness
Taillight:...................................Ford
Pegs:...............................MID-USA
Electrics: ....12-volt generator, wiring by owner
Foot controls: ....MID-USA
Gas tank: ....H-D/owner
Oil tank:...................Choppers Inc.
Oil system: ....S&S
Seat: ....Chica
Grips:...................................V-Twin

Front end

Type: ....H-D Springer
Builder: ....Harley-Davidson

Wheels

Front

Size: 21
Hub: ....DNA
Tires: ....Avon
Brakes: ....Performance Machine

Rear

Size: 16
Hub: ....DNA
Tires: ....Avon
Brakes: ....Performance Machine
Special thanks: ....Doug Jahnke, Casey Johnson
Photos: ....Michael Lichter

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Meet November's Winner

Ok, everyone just caaaaalm down. Your November Fox Hunt winner, Helena, ain't pissed off...at you. It's all my fault (married guys know this is how to get out of every argument). There were travel problems, hotel problems and weather problems. Helena didn't get much sleep the night before the shoot and then, to top it all off, kept having someone tell her to "Smile!" and "Be sexy!" Yup, that helped matters a LOT. No, we didn't pick this photo as a "payback," we chose it because it shows just how resolved this little lady from New York can be. She's not going to show you guys she's angry, but for those unmarried guys, this is the look you get before all hell breaks loose. Seriously though, Helena had a great time shooting with Mike Chase while posing with Sean Gibbs' Wild West chopper and then being taken out on the town and treated like a lady should be. Mike's no dummy, he's seen that look before! Flip over to Page 98 and check out the happy pictures of Helena. *—Al Kobolic*

Ana—Massachusetts

#0401

"I was scared at first, but the guy said to just think of it as a large vibrator. So I got on...then I got off!"

Elizabeth—Texas

#0402

"Let's just say, I never knew a Harley would excite me with all the vibration, wind in my hair and the speed. Harley should market these bikes as sex machines."

Jessyca–Ohio

#0403

"The feeling was very incredible due to the vibration of the bike. I almost had an orgasm."

Lexi–Florida

#0404

"I was a little nervous at first, but that quickly went away. I love to go fast!"

Monique–Nevada

#0405

"When I was 4, both my uncle and grandfather had Harleys, so I went everywhere. Now I can't get enough. I won't date a guy without a Harley."

Shelly–California

#0406

"I don't really remember my first ride on a Harley. It must have been great because I just love riding on them and hanging out with people who own them."

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, color slides, or digital images (on a disc, 3 megapixel minimum)—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #381 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes March 1, 2005. The voting deadline for this month's crop of cuties is March 31, 2005. We'll announce the winner in the July 2005 issue.

Here she is, your December monthly Fox Hunt winner, Kaylee No. 1203. Come back next month and see what this erotic European, now living in the Great White North, has to show us!

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FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________
Address ______________________
City ____________ State ________ Zip ________
Home Phone ( ) ________ Cell Phone ( ) ________
Date of Birth ________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City ____________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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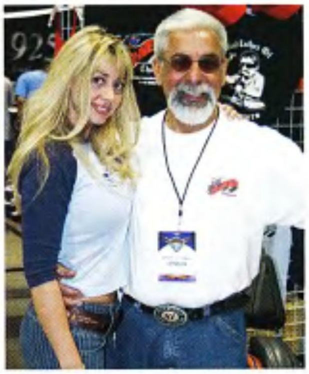
THIS GAMBLE PAID OFF

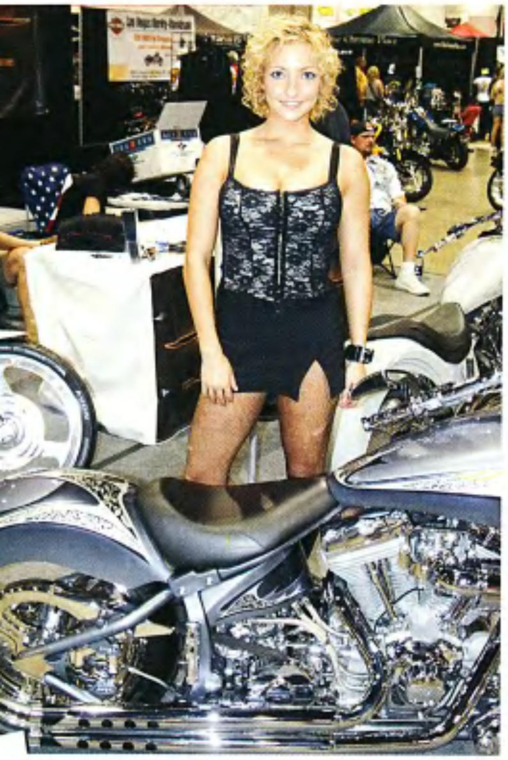
LAS VEGAS BIKEFEST

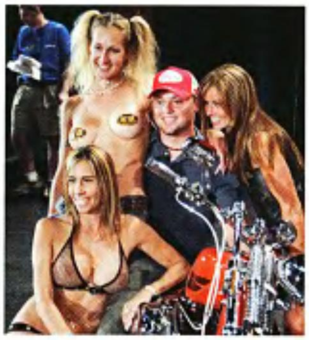
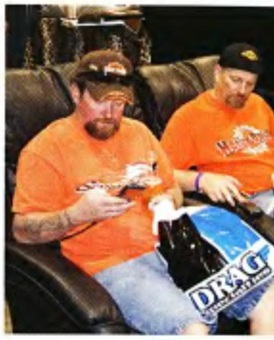
Every September, Full Throttle Events puts on a little shindig that's a bunch o' fun. Las Vegas BikeFest offers an opportunity to ride through the desert to the world famous oasis known as Sin City for four days (September 16-19) of bike shows, gambling, entertainment and the usual debauchery that bikers love.

Hosted by Harry and Pam Schwartz, BikeFest offers up a large vendor display area

California's Glamour Girls



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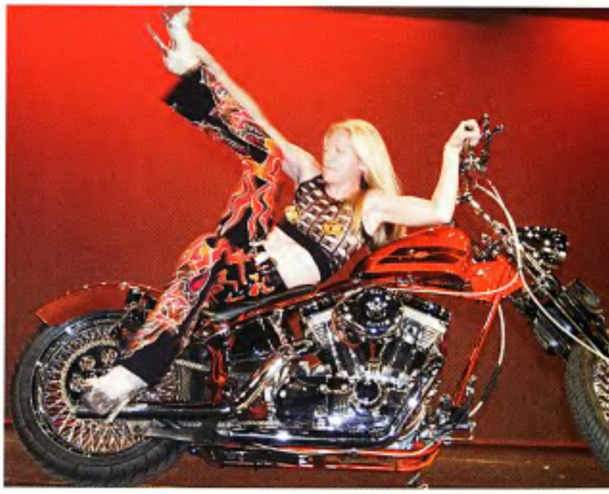

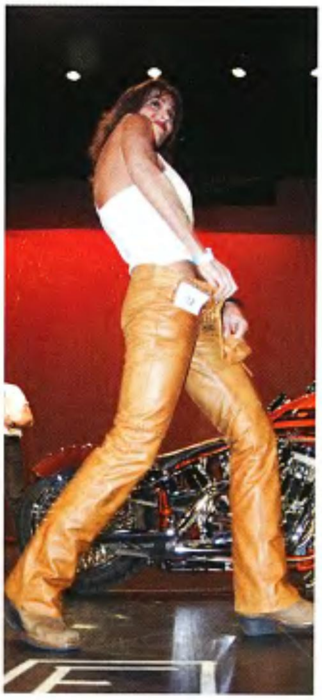

over at the Cashman Center where folks from companies such as Pro-One, Barnett Tool, Rock & Roll Custom Paintworks, Swift Motorcycles, Drag Specialties, and Victory Motorcycles show off their wares. Inside the Center (in air-conditioned comfort) you could find biker gee-gaws and bike builders galore. All together, over 250 vendors were on hand to sell ya somethin'. Musical entertainment for the event was provided by such biker-favorite bands as Kansas and The Marshall Tucker Band.

The Artistry in Iron Master Builder's Show showcased awesome new custom bikes

by dozens of venerable builders. Here, *builders* vote on the best bike and the winner was none other than Roger Goldammer, of Cycle Works, Kelowna, B.C., Canada, for his wild boardtrack-looking ride.

The Freemont Street Experience right next to the Golden Nugget Resort was party central for this run. They held a Friday night street party, a Mr. and Miss Las Vegas Contest, two poker runs, a slot tournament, a tattoo contest, something called the World's Strongest Biker Competition and a killer ride-in bike show.

I was honored to be one of the judges for the bike show and when the smoke cleared, Mike Stafford of MGS Customs took the award for Best Chopper. (See the side bar for a complete winner's list.)

By the end of this four days of partyin' your ass off, if you didn't have a good time and at least remember some of it, you just weren't trying.

Ask Dawn of Stinger Customs, she'll tell ya. This event is growing fast. With over 30,000 riders showin' up to play, BikeFest may be the new Laughlin Run. Check it out next year. Mark September 15th through the 18th on your calendar. If you have an *Easyriders* calendar, you'll notice we already marked it for ya. —*Dave Nichols*

Photos: Kai Raecke

Las Vegas BikeFest Winners List

Artistry in Iron, Master Builder's Bike Show
Winner – Roger Goldammer, Goldammer Cycle Works, Kelowna, B.C., Canada

Grand Prize Giveaways
2004 Victory Kingpin –
Sponsored by Victory Motorcycles and Pat Clark Motorsports
Roxanna Schultz, Yuma, Arizona

2004 Harley-Davidson Fat Boy –
Sponsored by Golden Nugget Hotel
Daniel Kaholokula, Honolulu, Hawaii

Custom Bike Show
Sponsored by Tribal Motorworks and Meguiars
VINTAGE & CLASSIC
Winner ($300) – Tony Amicarelli, Henderson, Nevada
2nd Place – Steve Ortloff, Buena Park, California
3rd Place – Jack Dougherty, Ogden, Utah

SEMI-STOCK
Winner ($300) – Mark Machado, Visalia, California
2nd Place – Kellee Michienzi, Roseville, California
3rd Place – Monica Lewis, San Diego, California

CUSTOM
Winner ($300) – Chris Crowe, Concord, California
2nd Place – Rick Kyker, Newhall, California
3rd Place – Monique McKay, Hemet, California

RADICAL
Winner ($300) – Mike Stafford, Lancaster, California
2nd Place – John Franco, Phoenix, Arizona
3rd Place – Rod Snyder, Winnipeg, Canada

Best Chopper – Mike Stafford, Lancaster, California

Best Paint – Cosmo Chiles, El Cajon, California

Best Sportster – Monica Lewis, San Diego, California

Best Bagged Bike – Chris Crowe, Concord, California

People's Choice – **Winner ($250)** Ron Peck, Corpus Christi, Texas

Miss Las Vegas BikeFest
Winner ($1,500) – Kara Chapman, Bountiful, Utah
Runner-Up ($750) – Valerie Thompson, Scottsdale, Arizona
3rd Place ($250) – Iris Vest, Oxnard, California

Mr. Las Vegas BikeFest
Winner ($500 + merchandise) – Richie Culver, Santa Cruz, California
Runner-Up – Ian Esterhuizen, San Clemente, California

Friday Poker Run
Sponsored by Count's Kustoms
Winner ($1,000) – Brent Nelson, Henderson, Nevada
Worst Hand ($250) – Bob Tomten, Flagstaff, Arizona

Saturday Poker Run
Winner ($10,000) – Christy Schannep, Tucson, Arizona
Worst hand ($500) – Mark Lee, Henderson, Nevada

Poker Walk – *Sponsored by Fitzgeralds*
Winner ($400) – Mike Oyaski, Glendale, Arizona
Worst hand ($100) – Jeff Dutter, Ojai, California

Tattoo Contest – *Sponsored by Pricz*
Best Color – Multiple Tattoos
Winner ($100) – Roy Wells, Las Vegas, Nevada

BEST COLOR – SINGLE TATTOO
Winner ($100) – Nick Okvath, Gilbert, Arizona

BEST BLACK/GREY – MULTIPLE TATTOOS
Winner ($100) – Smith Reao, Westminster, California

BEST BLACK/GREY – SINGLE TATTOO
Winner ($100) – Donnie Cleveland, Peoria, Arizona

World's Strongest Biker
Winner ($300) – John Davis, Long Beach, California
2nd Place ($200) – Chris Florez, Murrieta, California

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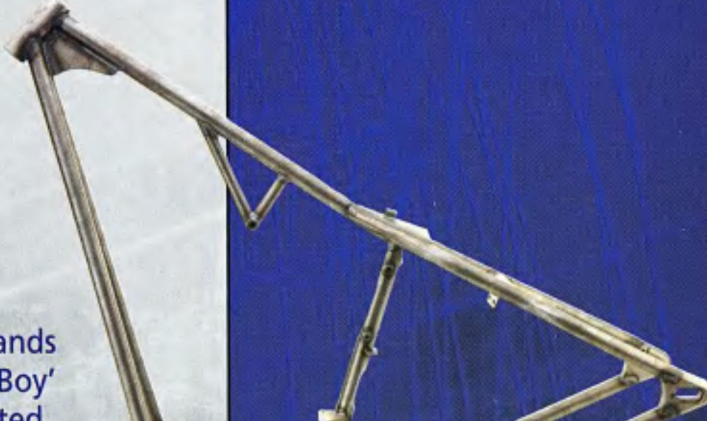

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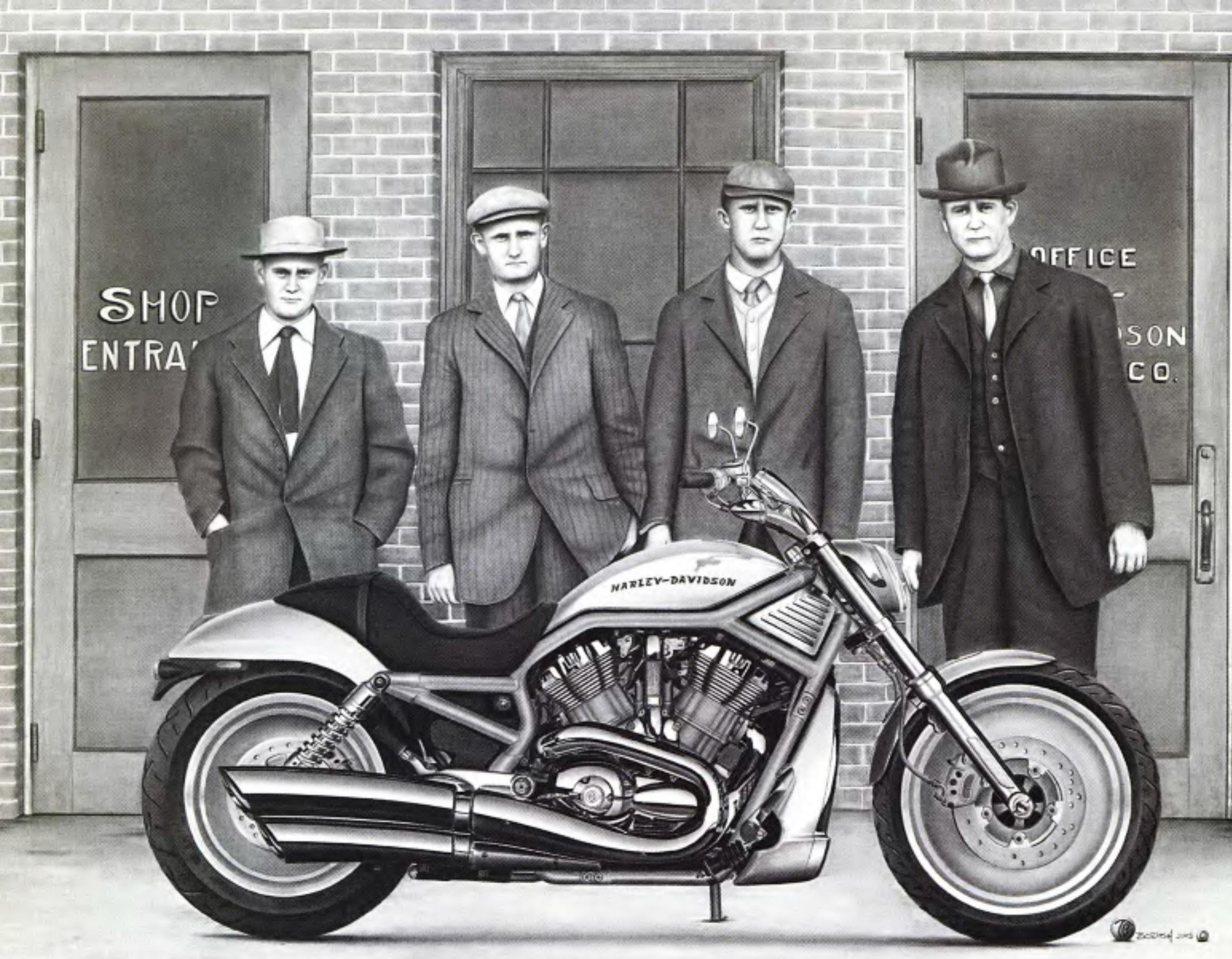

SEE YA LATER YANKTON, SAYONARA, BYE-BYE

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REAR GUARDS BELT 18.60 up CHAIN 27.38 up
KICK PEDAL BLACK 6.49 up RAIL 16.04 up
CHAPS 49.94 up
HEAVY DUTY CYL. BRACE 19.42 up
BILLET MASTER CYLINDER 85.05 up
KICK STAND KIT WITH MOUNT 26.75 up 38.16 up
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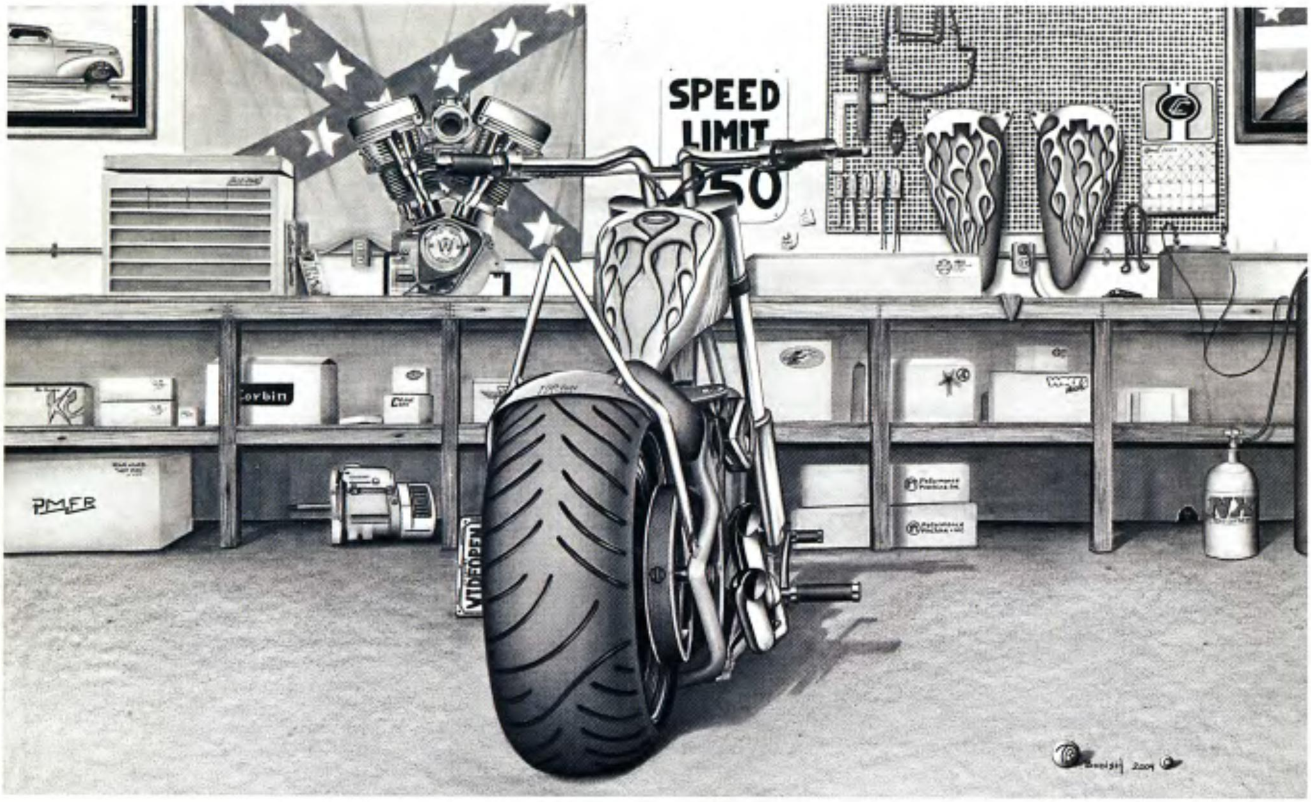

influenced by the work of Alberto Vargas, the artist whose graceful pinup girls adorned the pages of *Esquire* in the 1940s, and *Playboy* in the '60s and '70s. Our own recently departed David Mann checked out some of Tim's drawings and agreed that he possessed a more than a modicum of talent. David encouraged Tim to keep plugging at it.

Tim comes from a family with a longtime devotion to all things motorcycle. His grandfather sold Harleys and Indians in the '20s. Tim's father owned hundreds of motorcycles over a lifetime of riding. Tim started riding at the age of 8 and had a Low Rider at the time he was incarcerated. His first goal now is to begin saving for a new bike.

All of Tim's drawings are done in graphite on Bristol board. With the help of his brother, Bill, Tim has begun the process of having his artwork reproduced on quality art stock and making it available to the public.

A Web site to showcase his posters has been released at www.acefabinc.net and his posters are available in a large 23-by-30-inch size and a smaller 11-by-14-inch size as well. The larger pieces will retail at $75, the smaller at $45. They are scheduling releases of two new posters a month and currently there are about 30 works expected in the first six months. You can also contact him directly at 515-238-4575 to order.

Tim knows now that the fate he was dealt was of his own making. The youngest of nine children, he enjoys the support of his family, and they are working hard to promote his work and help him get on with his life now that he is on the outside. —*Kit Maira*

Images: Provided by Tim Bodish

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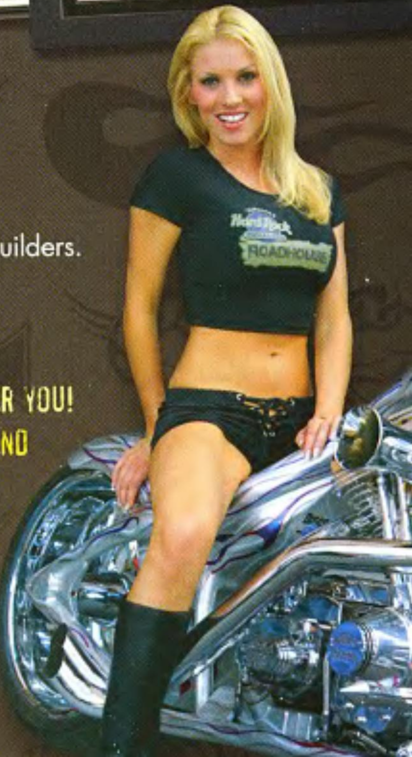

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W H A T   H E L L   J E S S E   H A T H   W R O U G H T

WILD WEST "DOROTHY"

Working with Jesse James seems to have a lasting effect on people. Some call it illumination, while others think it is just an evil influence, but Sean Gibbs' brush with Jesse inspired him to build a bike that reminds us all that we're not in Kansas anymore.

Sean is a life long gearhead who was born with metal running through his veins. When he began tearing apart all the neighborhood bicycles at age 7, no one would have believed that he would one day be part of a build team on The Discovery Channel's hit show, *Monster Garage*.

Sean grew up in Sonoma County, California, and was an expert welder by the age of 15. Though most of his talent was honed on 1960s' Impalas, Sean always felt the sting of the custom bike bug. When he was 18, Sean restored a '51 EL panhead and rode it from his beautiful hometown of Santa Rosa, California, to Carson City, Nevada, where he won his class in a ride-in bike show. He eventually traded his bike for a stock Fat Boy, but lost interest in riding a bike that for Sean, "had no soul."

Trading the Fat Boy for a bass boat, Sean kept busy for the next eight years wrangling bass up and down the West Coast as a champion tournament angler. One night while watching a build team lose on an episode of *Monster Garage*, Sean knew what he could have done to win, had he been on the team. Realizing his welding skills surpassed the challenge of building monster vehicles, he signed himself up on the Discovery Channel's Web site.

A few weeks later, Sean was on the set of *Monster Garage* where his team built the "Tundra-nator" car in the fastest build time on record. It earned him the honor of appearing on the cover of the book, *Inside Monster Garage*.

The inspiration to build this chopper came from a day on the set when they needed to have one of Jesse James' custom West Coast Choppers moved away from the set for a scene they were shooting. Sean didn't know much about choppers at the time, other than the fondness he had for bobbers and the emotional attachment he felt whenever he was around a real California chopper.

Sean asked Jesse to move his bike and in typical Jesse style was told, "Move it yourself!" In Sean's words, "Sitting on that bike was like magic. I felt the sound of the pipes go right through me, and I knew at that very instant that building custom bikes for a living was what I was meant to do." Though he was probably unaware of it at the time, that day, Jesse had lit a fire under the seat of Sean's custom bike building career, in spades.

As Wild West Choppers was formed, Sean had a vision for his first bike. Building quality, timeless choppers that don't look like every other bike out there is what Wild West Choppers is all about.

Only six months after he began, Sean finished this beautiful red moto-masterpiece with MirraChrome flames. One day, Sean's bike was seen by Fred Durst, who remarked, "It looks like Dorothy's Shoes." The name stuck and Sean began breaking it in carefully. He rode it down to Long Beach, California, but it wasn't running perfectly.

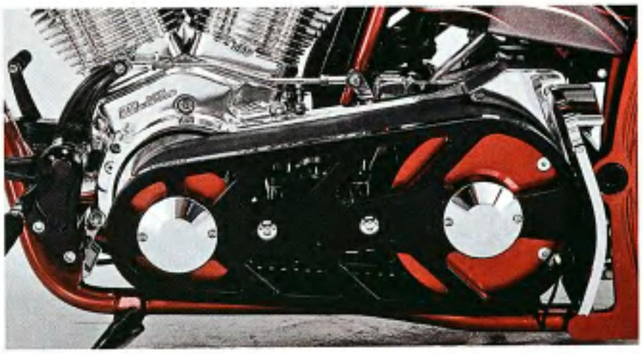
What started out as a concept on Jesse's television show, came full circle as the completed bike arrived at the hallowed den of West Coast Choppers. Here, Bill Dodge and Chopper Dave

applied their plentiful knowledge of custom V-twin power to the chopper and literally overnight, the dynamic duo transformed Sean's Dorothy into a lion that had real courage. Sean recalls: "We were all riding wheelies down the street and doing effortless burnouts."

Sean's Dorothy won the Performance Machine Best of Show award at the L.A. Calendar show in July of last year and Sean couldn't be happier. Speaking of happy, Sean was very happy to have this month's Fox Hunt winner, Helena, spending some quality topless time with Dorothy. It's just too bad only one of the girls has tits.

Check out www.wildwestchoppers.com for some more of what Sean calls, "The hell Jesse hath wrought."

—Cheese-it



Owner: ....Sean Gibbs
City: ....Santa Rosa, California

General
Fabrication:.......Sean Gibbs at Wild West Choppers
Year/make: ....2004 Special construction
Model:..................................WWC1
Assembly: ......Wild West Choppers
Time:................................6 months
Chroming:............................Meclec

Engine
Year: ..2004 S&S Super Sidewinder
Rebuilder: ....S&S
Ignition: ....Crane Hi-4E
Displacement:......113 cubic inches
Cam: ....S&S
Carb: ....S&S
Pipes: ....Dirty F.U.'s by West Coast Choppers

Transmission
Year/make: ....2004 Baker RSD 6-speed

Painting
Molding: ....Kal Koncepts
Painter:....................Craig Fraser of Kal Koncepts
Color: ....red gangsta flake
Type: ....House of Kolor
Special paint: ....Alsa MirraChrome flames

Frame
Year/make: ....2004 Killer Chopper
Type: ....280 RSD Chopper, hidden-shock
Rake: ....51 degrees
Stretch: ....6 inches up and 3 inches out
Shocks: ....Tricky Air
Modifications: ....WWC

Accessories
Handlebars: ....Flanders
Risers: ....Joker Machine and Wild West Choppers
Handlebar controls:....Performance Machine
Fenders: ....Fat Katz
Headlight: ....billet
Taillight: ....Wild West Choppers
Speedo: ....none
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Electrics: ....Wild West Choppers
Gas tank: ....Aero streamline by Kyle at Independent
Oil tank:....................Killer Chopper
Primary:....................................BDL
Seat: ....Paul at Quality Interiors
Mirrors: ....Performance Machine
Grips: ....Performance Machine

Front end
Type:...wide
Builder: ....Mean Street Bomber, 12 over

Wheels
Make: ....Hooligan by Performance Machine
Hub: ....Performance Machine
Size: .... 18 x 10 rear, 21 x 3.5 front
Tires: ....Metzeler
Brakes: ....Performance Machine

Special Thanks: ....Al Raposo, Louis Adney, Allshow, and Jesse James and the West Coast Choppers Crew.
Photos:........................Mike Chase

YOUR STUFF AND WHAT IT SAYS

So you've met that special someone, gone out a few times and tonight you've convinced her to come back to your place so you can make your move. You think things are going fine but when you excuse yourself to get some drinks she slips out the door without so much as a good-bye. What could have gone wrong?

It could have been your personality that sent her running, but we can't fix that here so we won't look at that possibility. What you should look at is your living space. That crusty old shack that you call home. Is there anything in your pad that might have scared her off?

Although *you* don't really give a lot of thought to the stuff around your house, women will notice everything. While you're eyeing up their panty line, they're checking out the brand name on your DVD player. While you're picturing what they'd look like naked, they're checking your light bulbs for dust. While you're checking to see if you've got enough booze to lower their defenses, they're checking to see if your wife is sleeping in the master bedroom.

I may not be an interior decorator, but I've been married long enough to know that there are some things women just don't want to see in the house. Here are a few points you might want to consider should you ever find a woman drunk or desperate enough that you can trick her into going back to your place.

NAKED PICTURES ON THE WALLS

I know that, as a man, it seems unbelievable that anyone could be offended by the fact that you have naked pictures hung around your house, but unless they're artsy black and whites they won't do anything to get you laid. For reasons that I can't comprehend, women don't like centerfolds and other assorted pics you ripped out of your favorite nudie magazine and taped to the wall. Also, no naked pictures of yourself.

INFLATABLE FURNITURE

For some reason, women don't care for furniture that blows across the room when you open the window. I don't know why. To a man it makes perfect sense to have a sofa you can deflate and haul around on your bike. Or a bed for that matter. What could be better than a bed you can take with you? If you get really drunk you can sleep anywhere and not get grass stains on the back of your head.

WALL FLAGS

To you, they're patriotic. To women, they're tacky. I don't know why, but women don't like flags in the house, and they especially don't like them used as curtains. I have a flag covering the window in my garage and the wife still doesn't like it. She offered (better sit down for this one) to make me "some nice curtains" for the garage. Curtains that would no doubt be covered with flowers or kittens. No thanks.

TOILET CLEANLINESS

If you've ever been afraid to sit on your toilet because you thought something might pull you in, you need to do some cleaning. Nothing short of a crystal-clean bowl will do if you expect a lady friend not to be grossed out. Having a dirty toilet, in a woman's mind, is the romantic equivalent to having a giant loogie hanging out of your nose.

THE BEDROOM

Often women will try to sneak a peek at your bedroom to get a glimpse into your true personality and also to see if you're a freak. Women want to see a made bed, clean sheets, a tidy floor and yes, for some reason, curtains. They don't want to see handcuffs hanging from the bedposts, old underwear rotting into the carpet, or anything that could be described as an apparatus.

THE REFRIGERATOR

Chicks always check the refrigerator, both to get an idea of the lifestyle you lead and because they are just plain nosy. Just apply a few rules of thumb and you'll be fine. Like if something's been in there six months and it originally came from the produce department, toss it out. If anything moves by itself or appears to be trying to claw it's way out the door, clean it up (or shoot it, depending how out of control things are). If you can smell the contents of your refrigerator when you are a block away on your house, well, you just might want to move.

THE TRULY BIZARRE

Some people have some weird shit lying around the house. Or maybe they collect weird shit and have it out where it could be found and used against them. If you own anything like this, keep it out of sight where it can't do you any harm. It's one thing to have your bronzed baby shoes on the mantel above your fireplace, quite another to have your pickled umbilical cord on display beside them.

PETS

Well-behaved dogs and cats are acceptable to most women, the key phrase being "well-behaved." If you've got a dog who is a leg humper, or psychotic cat that likes to sharpen its claws on the inner thigh area of your guests, you might want to lock them up for the night. This would also apply to oddball pets. You might love your snake, or your big hairy spider, but most women react to them the way I would. With a lot of screaming and running. And I don't even want to mention pet rats! Unlike a well-trained dog, a pet rat won't prevent anyone from breaking into your house, but they will prevent you from getting laid for the rest of your natural life.

GENERAL TIDINESS

When women walk into a room, they want to get a sense of cleanliness. They like to smell cookies and flowers, not feet and farts. Open a window, clean the dead spiders off the windowsills, and dust the cobwebs out of the corners. If your shoes actually get dirty off your carpet you might even want to go crazy and invest in a vacuum cleaner. A vacuum cleaner is a device that actually sucks dirt off the floor and captures it in a bag so it can be disposed of. I know, this sounds like an item a woman would be more familiar with, but if you apply yourself you can learn to use one too. Just make sure you never admit to doing women's work in public.

That should about do it. By now your house should look like the home of a fairly average guy, rather than a crack house. If you want to get carried away, you could go as far as washing the walls and cleaning the inside of your stove, but those are more advanced procedures and should only be undertaken by a highly experienced cleaning professional, such as a maid or a wife. Now all you have to do is find a woman to bring home to your shiny pad and let nature take its course. Good luck with that. —*Greg White*

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REDNECK GOES RETRO

HOT ROD!

Weld Racing's "Master Builder" program has resulted in some great motorcycles. About a year or so ago Weld contacted a handful of the best builders on the planet, guys like Matt Hotch, Kim Suter, Kendall Johnson, Eddie Trotta and Vince Doll at Redneck Engineering and, collaborating with each of those guys came up with five new designs of Weld wheels and five new motorcycles to celebrate those hoops. We've had a few of those bikes in these pages already, but this is actually the first one that was completed. Redneck Engineering's "Hot Rod Roadster" debuted at last year's Cincinnati show and right after that in Daytona.

Now, we should make it clear right up front that since these pictures were taken the wheels have been switched. These 6-spoke

WELD
RACING

WELD
RACING

Weld Blades were swapped for a pair of the ones Redneck Engineering drew up for the program, 5-spokers that, unfortunately, weren't in production when this bike needed them. They're available now. Those new Redneck rims are pretty similar to these hoops in their overall look, though. They have the same '60s-era hot rod feel, the tone picked for this whole motorcycle. That's a nice pick, too, as it coincides so nicely with Weld's own history of wheels for hot rod cars.

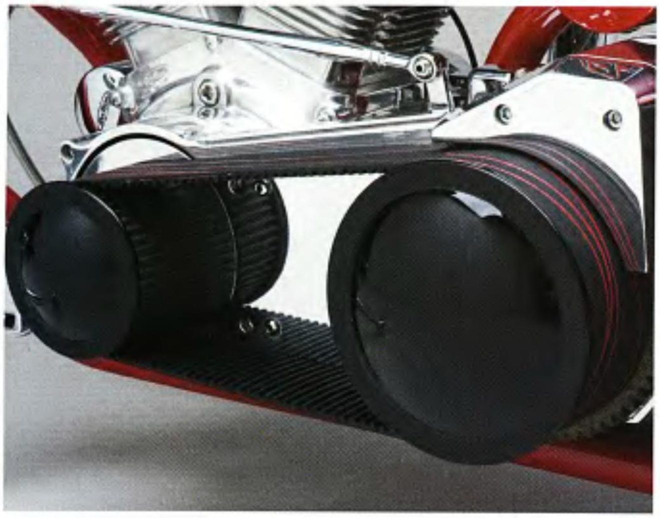
According to the program rules for the promo motorcycles, there were no rules. As far as the bike's design parameters went Redneck was free to do whatever they wanted. There was, however, a pretty tight time constraint on the job. This bike had to be ready for the Cincinnati unveiling.

So to keep things clean, simple and '60s-hot-rod correct, the guys in Liberty, South Carolina—Redneck's home base—picked one of their Roadster packages off the shelf and did it up right. This rigid with its minus 1 downtube was a great choice.

As is typical with a Redneck Roadster, a model that's been in the lineup for a few years, this one is running an 18-inch front wheel, over 3 inches wide. That size front wheel, we're told, really enhances the geometry. The bike is lightning quick in its handling and light as a feather at the controls. Helping with that handling, the fork was made up with a set of Mean Street lowers coupled with Redneck's own 3-degree triple-trees.

A 100-inch RevTech motor, the standard engine at Redneck, pushes things along. It's running through a 3-inch BDL open primary and a 6-speed Roadmax. Those shorty little pipes are CCI Blowers, more of that hot rod vibe.

Sixties-correct scalloped paint keeps the feel going. Phil Crenshaw did all the metal prep, the paint and the scallops, with Charlie Tyree coming in after him to lay down all the accent pinstriping. It's a great job. The scallops are tied in everywhere from the tip of the front fender to the headlight bucket to the frame neck itself then up to the tank and down the rear fender. It sounds like a lot, and it is, but it's not at all



overpowering. None of that distracts from the clean, hot rod line of the bike.

Weld's logo was even incorporated into the scheme, set on the sides of the oil bag and embroidered into the seat with a subdued black stitch. And as a nice touch, the whole job was rendered in the Weld Racing colors: red, black and gray. The base red is House of Kolor blue blood red, by the way.

This bike turned into more than just a showpiece for Weld. This is a motorcycle they ride a lot. It's also a motorcycle just about anyone can ride, too. It's affordable. No kidding. Anyone with a job could buy one like it and become a hero in his own hometown.

This bike, complete with its polished engine, polished wheels and a belt drive would retail from Redneck at right around $26,500. That includes roughly $3,500 in the upgrades just mentioned, the extra polishing and so forth. Pretty fair for a full-on custom you could throw a leg over every day, just like the guys at Weld do with theirs. *—Joe Kress*

Owner: Weld Racing
City: Kansas City, Missouri

General

Designer: Vince Doll/ Redneck Engineering
Fabrication: Redneck Engineering
Year/make: 2004 Redneck
Model: Roadster
Assembly: Redneck Engineering
Time: one month
Chroming: Chrome Masters

Engine

Year: 2004
Model: RevTech
Rebuilder: RevTech
Displacement: 100 cubic inches
Cam: RevTech
Carb: Mikuni 42mm
Air cleaner: Redneck velocity stack
Pipes: CCI Blowers

Transmission

Year/make: 2004 Roadmax

Painting

Painter: Phil Crenshaw
Color: red, black and gray
Type: House of Kolor

Frame

Year/make: 2004 Redneck Eng.
Type: Roadster
Rake: 47 degrees
Stretch: 5 inches

Accessories

Handlebars: Redneck Engineering
Handlebar controls: Hurst
Fenders: Redneck Engineering
Headlight: Adjure, painted
Taillight: CCI
Speedo: none
Pegs: Hurst
Foot controls: Hurst
Gas tank: Redneck Engineering
Oil tank: Redneck Engineering
Seat: Redneck Engineering
Grips: Hurst

Front end

Type: Mean Street, Redneck 3-deg. triple-clamp
Builder: Mean Street/ Redneck Engineering

Wheels

Make: Weld Racing, Blades
Size: 18 x 3.5 / 18 x 8.5
Tires: Avon
Brakes: HHI
Photos: Michael Lichter

FICTION BY TINKER

GIVE ME A SIGN

There was one mean mother of a hurricane hot on my ass as I headed northwest on I-26 from Charleston, South Carolina. Actually it wasn't chasing me personally, but it was scouring the coastline from Florida up to the Carolinas, so I decided pretty early on to get the hell out of there. If there's one thing I hate worse than being caught driving in a torrential downpour, it's being douched while I'm out on my nice shiny Deuce. Truly so!

So when house trailers from the Sunshine state started washing up in Georgia, I figured it was time to cut short my piss-poor excuse for a vacation and beat feet toward the upcountry.

Wasn't much going on in September along the Grand Strand and the vacation I'd been planning since the previous spring had pretty well come un-planned when the "bitch fell off." Well, not so much fell off as smacked me hard upside the head and climbed off in a righteous huff.

I honestly did try telling Mr. Happy to stay the hell out of sight around strange broads, but the li'l bugger seems to have a mind of his own. Therefore the groovy late-summer, seaside ride, the tanned and oiled up bronco babe outing had turned into one of those "well, screw it...let's get out of the house" wandering escapades that really doesn't have much in the way of a destination in mind. Just sort of blowing the cobwebs out and wandering post-Labor Day beaches seeing if there were any leftover tanned, oiled up wild things hanging out after all the college girls packed up and went off to matriculate. They do that yearly, whether they'll admit it or not.

Anyway, there weren't. The only female names I'd even heard lately were attached to some blowhard bitches determined to flatten everything between the Gulf of Mexico and downtown Detroit. As I wasn't getting any, and neither was anyone else I ran into, I decided to pack it in and head home before I had to learn to surf to Asheville some 100 miles away. 'Nuff said.

I was only an hour or so out of the Mount Pleasant-Charleston area when the skies got blacker than my last oil change looked, then it took on a sort of pinkish hue. Gee, I thought, that's kinda pretty.

Here's just a little weather tip for the atmospherically challenged—when you see a sudden sky change with pink involved you should probably head for the nearest fallout shelter. Really. Within moments some of the biggest hailstones I'd seen, up to and including disaster movies, were pelting down with the force of artillery shells.

One caught me on the shoulder as hard as any falling wall-safe. I gritted my teeth, lowered my helmeted head (they're good for somethin') and charged bravely on for another 100 yards to the nearest shelter, an overpass, where I sat rubbing my shoulder and looking the bike over for dents, while the remaining unlucky traffic underwent preparations for their next trip to the body shop. The hailstones were seriously damaging anything that wasn't armor-plated and tearing up the native foliage to beat the band. I was congratulating myself for my proximity to a hiding place, when as quickly as the hail began, it stopped.

Oh joyous day! It looked like I got the big reprieve. Since I'd sat there long enough to pull off helmet, gloves, jacket and the like, I stretched a big stretch while I pondered the golf-ball-sized chunks of ice melting fast in the 80-degree heat as I shrugged back into my riding garb. I was glad the faux meteor shower hadn't lasted longer; I was anxious to get back on the road and home to a nice relaxing gallon of beer.

I thumbed the starter and the beast roared to life as I checked my gauges, wondering why she sounded a bit louder than usual. When I looked back up, I realized it wasn't the bike sounding noisy, it was the sheer wall of water now falling outside my concrete bunker. The hurricane had caught me. Torrential rains. Big time. And about loud enough to drown out my screamed curses. I was screwed. I had no idea what possible comfort zone might be up the highway and the notion popped into my head that the exit ramp, a few hundred feet back from the bridge, was probably the fastest path to salvation, or failing that, someplace with food and coffee and dry seats.

I couldn't see more than a 100 feet, but not to be deterred, I wheeled the bike around and rode back up the side lane until I caught the edge of the ramp, swung left and headed off the highway, blinded by the downpour and my fogged goggles. The sign at the top had an arrow pointing left, and through the haze of water I could have sworn it said "Harleyville." I chuckled at that and simply thought "Dry-Ville" in my already soggy head and gunned the throttle as much as I dared on the slick pavement toward that imaginary coffee.

Signs lie, you know, and after a few miles in the rural Jacuzzi, I hadn't seen any "villes" at all, but finally saw ruddy yellow signs in the distance, that formed the words "Ezell's Bait and Sandwich Shop" on the left. I slooshied on in, stopping the bike under a modest overhang, ignoring the antique gas pumps and scurrying on in the door. Dry at last!

Once inside though and looking back out the window towards my ride, I had to do a double take. There was another bike parked there in the pouring rain, and while I couldn't be sure, it looked like some sort of really old Harley. Really, really old. It dawned on me I was looking at a knucklehead—something I'd only seen a few of before—that looked straight out of a yuppie coffee table book (I possess several of these), except it appeared to have twin carbs sticking out of the wrong side of the engine. Hmmm, I thought. Have to look that one up when I get back to the hacienda.

There were stools at a diner-style bar, and a few booths off to the rear and since I needed some serious sit-down time, I headed to a booth, nodding to the only other occupant in that area. He was a rough-looking guy nursing something like a mason jar and a cigarette who ignored me completely; I sat a booth away with my back to him. A moment later a fellow appeared from what must have been the kitchen, saw me and sauntered over. Wiping his hands on an apron that proclaimed, "We have Sushi in S.C., but we call it Bait." He placed his hands on his hips, fixed me with a semi-disgusted look, and asked, "What'll it be?"

"Coffee!" I proclaimed, and he sauntered off.

"Pansy," came a muttered voice from the booth to the rear of me.

"Excuse me?" I said, turning to face the guy behind me. "You talking to me?" I'm a big guy and take no challenging insults, but this guy looked like a fit "Father Time" with drill instructor training. One of those gnarly suckers who's never worked a soft job in his life.

"Are you lookin' to get warmed up , or just trying for enough of a caffeine buzz to talk to yourself all the way home?" he asked, not that it was any of his business.

"I just thought I'd wait out the worst of the rain," I replied, still not sure where this was headed.

"Well, hell boy!" exclaimed gnarly dude, "Nearest place to get a room is smack downtown in Harleyville. You got a ways to travel yet."

Now I'm not exactly a boy—pushing the big 39 this year, but this guy looked like Methuselah would have been his junior, so I pretended the crap my parents drilled into me about respecting elders was a viable path and replied, "Well I'll just hang out here for a bit and see how it goes out there."

And that's when the gnarly dude stood up. I'd have put him at about 6 foot 2 and 220 pounds, but he wasn't flabby and the building seemed to shift when he rose.

He snatched what appeared to be a black leather case, maybe pistol-sized I noticed and what was indeed a bona fide Mason jar from his booth, clumped over and plopped his weathered butt down across from me in the booth. At about this time Ezell of the Sushi apron wandered back and dropped a huge mug of coffee down in front of me. I was pleased it wasn't a china cup or even another Mason jar. I took a slug of the coffee before speaking to Gnarly and must have made an anticipated face, because ol' Gnarly leaned over the table and dumped an inch of his Mason jar contents into my coffee.

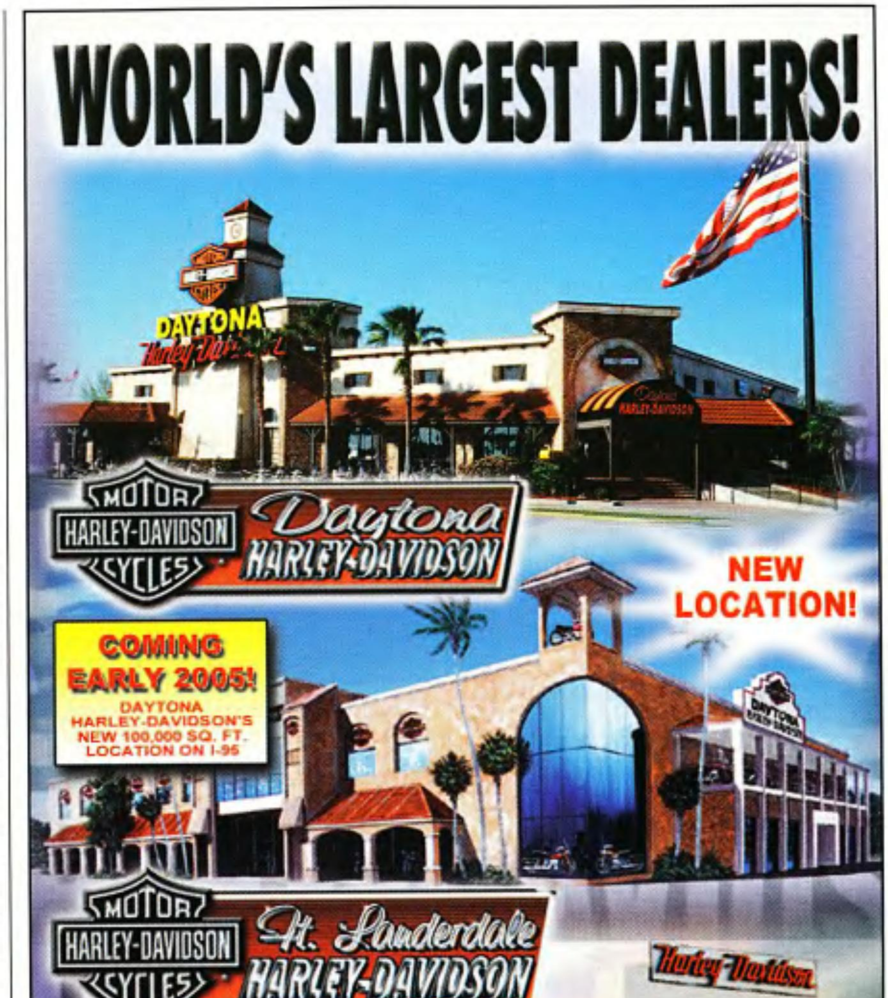
"There ya' go, man...that'll antidote that coffee for ya," he grinned, pulling a Camel cigarette out of a pack and digging for a match in his tattered blue-jean vest. I started to lean across the table with my butane, but the guy knocked my hand away. "Careful! You'll burn the damn place down!" And finding a match, he turned 180 degrees away from his "refreshment" and lit his smoke. He blew out a puff, tipped just a tiny splash from his jar onto the floor and tossed the match at it—and poof! Good thing he kept me from lighting the butane next to his jar. I thought that he must have had a hand in inventing the current crop of fuel-air weapons so popular with the army, after watching the flash on the floor.

"Shitty ass weather, ain't it?" He smiled. I was at a loss for words, so I tossed back a slug of coffee. At that point I was at a loss for breath—for about a full minute.

"What," I sputtered, "is that stuff?" I only asked in case my gut was actually undergoing some kind of disasterous nuclear meltdown.

"Hurricane juice!" he guffawed, and stuck out a hand. "I'm Jack. Pleased'ta meetcha."

"Uh...Tink," I managed, still sputtering,



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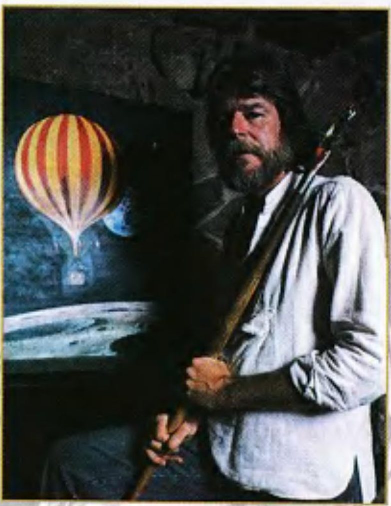

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but beginning to enjoy it. "Where the heck am I?"

"Harleyville, or a reasonable facsimile thereof," he replied. "Town's about 8 miles in. Where ya headed?"

"Doesn't look like anywhere, until Noah swings by," I offered, taking another shot of Juan Valdez's worst nightmare.

"What'cha ridin' out there?" asked Jack, snubbing out his roach-sized butt.

"An '02 Deuce," I replied. "I take it that's your ride outside too? What exactly is it?"

Jack guffawed again and replied, "Hell, that's the prototype for your bike. It's a '47 Deuce." and laughed his way to another snort from the misused pickle jar. "Me and Pete built her 20 years ago to piss off the cops and Jap bikes. Fastest thing in the low country. Here, freshen up that java." and poured another inch into my mug.

I gotta admit, once the coffee was thinned 50/50 with Jack's "thinner" it tasted much better, and I was getting increasingly happier with each gulp.

"Damn dangerous hail," I commented. "Could'a seriously hurt someone."

"Nah," allowed Jack. "You can see hail coming. Owl's are what you gotta watch."

"Huh?" I asked, and for all general intents and purposes, that's the last smart thing I recall saying all evening, as indeed it was getting dusky outside.

"Friggin' owl killed my daddy." Jack continued. "Knocked his ass clean off his Black Shadow at about 90 mph. Greyhound bus ran over him...." He leaned over again and bumped up the octane on my coffee again, and slugged down the remnants of the jar. "Come on," he said motioning, and tugged me from the booth, not that I was resisting at this point. He led me through the kitchen area out a back door, where a medium-sized tank truck with "MINNOWS" and "BAIT" plastered on it in big letters sat parked. He walked to the back and opened a spigot, and filled his jar up to the brim. Curiously, there were no minnows swimming in it. Or floating, as the case may be. He handed me the jar, pulled another out of seemingly thin air, and filled it too. "Can't deliver no minnows with this kind of fishin' weather," he laughed and we straggled back inside. I thought it odd I didn't notice the rain until we were back inside and heard it drumming on the roof.

Now I remembered I was hungry. "The burgers good here?" I managed to ask.

"Hell no!" exclaimed Jack. "Two nights ago, one of them crotch rockets doin' about 100 mph or so hit a friggin' cow in the road up near the slaughterhouse about 2 a.m. There was hamburger all over the highway. I wouldn't advise eatin' any burgers around here for at least a month." I had to shake my head at that one and noticed the swig of coffee I had just taken wasn't in a mug, and didn't contain coffee.

Now I know all this sounds pretty interesting, and I'd love to go on, but I'll be damned if I can remember much after this point, with the vague exception of another trip or two to the "MINNOW" truck, and Jack saying something to the effect, "Hey, wanna go have some fun?"

I can tell you with complete clarity that at some later point in time, I came to, sitting on the side of the road, my bike parked next to me. The sun was out, my head felt as cracked as the Liberty Bell, and looking up, I realized I was leaning against a signpost.

Glancing down I noticed the official reflective green and white sign in my lap that stated simply "Harleyville." Parked about 15 feet away was an auto of the police variety, with a smiling uniformed dude leaning against it with his arms crossed. He didn't say anything, but I've never seen a more "You in a heap-a'-trouble boy" grin in my life.

One of the guys in the lockup told me that Jack was the Sheriff's dad, and also owned the company responsible for making and replacing one of the many Harleyville signs stolen each year. The judge was a pretty nice guy too and so help me, he looked like an older version of the gnarly Jack. He allowed that he was in the "minnow" business and I was lucky that he wasn't out delivering bait that day.

All in all, the fine was pretty reasonable. I got to keep the sign and you're reading my community service essay. But all things considered, I should have had the balls to ride out the hail. Damn hurricanes!

Disclaimer: Anybody with the brains to pour piss out of a boot realizes this is one seriously made-up story. There's no "Ezell's," the only booze-filled minnow truck I ever ran into wasn't in South Carolina, and the officials of the very real town, Harleyville, South Carolina, (who bear absolutely no resemblance to the characters herein) have one serious hard-on for sign-snatchers. But, I seriously doubt they'll get you drunk and frame you. The only time I ever met 'em, they were pretty nice folks. There was some talk a few years ago about simply keeping a few dozen extra signs on hand to sell, but I haven't been back to ask how much they cost...too many owls in that neck of the woods. ■

STILL GOOD FOR YOU AT 82

GUIDE TO LACONIA BIKE WEEK

For the fans of and believers in numerology among our readers, the 82nd running of Laconia Bike Week should be of special import. It will be like the very first event so many decades ago. Why? Because in numerology, 8 plus 2 makes 10, which is the same as 1…hence, the first time.

Of course we all realize there will be slight differences between what went down back when our great-grandparents were puttin' around and what happens these days. For one thing, the mode of transportation is, well, different. For example, the only "Silent Gray Fellow" you're likely to encounter come June will be the ashen-faced old-timer sitting in the corner of the coffee shop nursing his hangover.

There'll be plenty of other subtle differences, all there for you to discover and enjoy, as well as the things that have remained the same, like, uh, well…. There are still lots of scenic rides, delicious babes, and communing with nature in its varied forms.

And for those among you with a penchant for some other numbers, there's always the Teresi Dyno Drags where you can test your drag racing skills and race against your buddies without having to actually, you know, race from point A to point B.

But no matter how you divide all those numbers up, they all give you the same result: lots of fun, tons of partying, and excellent riding in gorgeous scenery. And that's how it's been in Laconia from Day 1.

—Tripper

Laconia Schedule of Events
Let us preface the following schedule with the idea that our deadline precedes the event by a few months, so nothing you read here should be taken as written in stone—or even the paper it's written on. Things change at the last minute, and they certainly might have here.

Saturday, June 11

Rally Headquarters
Open 9 a.m.-9 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration at Rally Headquarters

New England Amateur
Championship Road Racing
NH International Speedway
9 a.m.

Vintage Racing Motorcycle Show
Gunstock – 10:30 a.m.

Laconia Classic
Championship Observed Trials; Gunstock; New England Classic; Trail Ride.
AMA/Suzuki National Dual Sport Ride at NHIS
Registration – 7-9 a.m.

Hard Rock Roadhouse with Doug Keim, Jesse Rooke, Johnny Chop, and Roland Sands.

Cornerstone Outreach Ministries. The Tent.
24hr/8days, Safety food stop.
Ten miles north of Keene on Rt. 9, 603-352-2616. Free all week.

Bikini Bike Wash
Loud Pipes Saloon
12-6 p.m.
Loud Pipes Saloon Is located in Somersworth.
Bike Show – 2-4 p.m.

McGillicuddy's Restaurant & Pub. Special Promo and Biker's Welcome. McGillicuddy's also has special events and promos all week, watch for updates.

Laconia Reunion Riders BBQ
Gunstock – 6 p.m.
Reservations only

Welcome Vendors Dinner
Smokehouse Restaurant
6 p.m.

Backwater Bar & Grill Karaoke Contest
9 p.m.-12 a.m.

Lakes Region Greyhound Park. Watch for special events.

Broken Antler Restaurant
Special Promos.

Paradise Beach Club. Watch for special events.

Sunday, June 12

Kickoff Breakfast
Hart's Turkey Farm Restaurant, Meredith – 8 a.m.

Rally Headquarters
Open 9 a.m.-9 p.m.
Weirs Beach Lobster Pound.

AMA National Gypsy Tour
Registration at Rally Headquarters.

New England Amateur Championship Road Racing
NH International Speedway
9 a.m.

New England Classic Trail Ride.
AMA/Suzuki National Dual Sport Ride
NHIS. Registration – 7-9 a.m.

Laconia Vintage Road Races
Gunstock – 12 p.m.

Loud Pipes Saloon
Body painting contest
12 p.m.
Patio Cookout – 1-6 p.m.

Hard Rock Roadhouse with Doug Keim, Jesse Rooke, Johnny Chop, and Roland Sands.

Coors Promo Week Kick-Off and Pool Challenge
The Weirs Beach Smokehouse – 1-4 p.m.

Broken Antler Restaurant
Special Promos.

Monday, June 13

Rally Headquarters
Open 8 a.m.-9 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration at Rally Headquarters

Victory Motorcycle Demos
Andy Currier Auto Gallery
9 a.m.-5 p.m.

H.O.G. Poker Run
Meredith Harley-Davidson
10 a.m.-5 p.m. Cash Prizes.

AMA Gypsy Tour Parade to U.S. Vintage Motorcycle Grand Prix. Leaves Rally Headquarters 10:30 a.m. sharp

Free CMA Coffee House
at Weirs Beach White Church Hall. Hosted by the CMA Northeast Chapter
8 a.m.-midnight

Music at the Marketplace
12 p.m.-midnight.

Loud Pipes Saloon
Special Biker Deals.

U.S. Vintage Motorcycle Grand Prix
NH International Speedway
11 a.m.

Jose Cuervo Promo
3-6 p.m., The Weirs Beach Smokehouse.

AA Meeting, White Church Hall, Weirs Beach – noon and 8 p.m. Hosted by CMA Northeast Chapter.

Backwater Bar & Grill
Special Promos and Giveaways.

Broken Antler Restaurant
Special Promos.

Fireworks Show sponsored by Lakeside Sharks MC and the Laconia Motorcycle Week Association
Weirs Beach – 10 p.m.
(Rain date: Tuesday, June 11).

Tuesday, June 14

Free CMA Coffee House at Weirs Beach White Church Hall – 8 a.m.-midnight. Hosted by the CMA Northeast Chapter.

Rally Headquarters
Open 8 a.m.-9 p.m.
Weirs Beach Lobster Pound.
AMA National Gypsy Tour Registration at Rally Headquarters.

Hard Rock Roadhouse with Doug Keim, Jesse Rooke, Johnny Chop, and Roland Sands.

MVTR Trail Ride-Pat's Peak, Henniker
Registration – 8-9 a.m.

Victory Motorcycle Demos
Andy Currier Auto Gallery
9 a.m.-5 p.m.

Guided Scenic Tour of the Lakes and Mountains from Rally Headquarters.
Leaves 10:15 a.m. sharp.

AA Meeting, White Church Hall, Weirs Beach – noon and 8 p.m.

Best of the Bikes
4 p.m., Weirs Beach Smokehouse.

H.O.G. Poker Run at Meredith Harley-Davidson.
10 a.m.-5 p.m. Cash Prizes.

Penguin Racing School
NH International Speedway.
603-783-4744 for info.

Music at the Marketplace
12 p.m.-midnight.

Broken Antler
Great Burn-Out Contest – 2 p.m.

Loud Pipes Saloon
Special Biker Deals.

Zack's Lakeside Restaurant
Jose Cuervo promo – 4 p.m. Prizes.

Patrick's Pub & Eatery
Coors Promo

Backwater Bar & Grill
Special Contest.

Annual Chili Cook-Off to benefit the Weirs Historical Society Funspot – 6 p.m.

Wednesday, June 15

Free CMA Coffee House
at Weirs Beach White Church Hall – 8 a.m.-midnight.
Hosted by the CMA Northeast Chapter.

Rally Headquarters
Open 8 a.m.-9 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Register at Rally Headquarters

Hard Rock Roadhouse with Doug Keim, Jesse Rook, Johnny Chop, and Roland Sands.

Victory Motorcycle Demos
Andy Currier Auto Gallery
9 a.m.-5 p.m.
AMA sanctioned Hill Climb at Gunstock.Hosted by Gunstock and the Ridgerunners, Route 11, Gilford. Gates open at 8 a.m., starts at 10 a.m.

Roadhog Saloon
9 a.m.-noon – Special Biker's Breakfast Buffet.

Guided Scenic Tour of the lakes and mountains.
Leaves Rally Headquarters at 9:30 a.m. sharp, ends at AMA Hill Climb.

MVTR Trail Ride, Rt. 10, East Lempster
Registration – 8-9 a.m.

H.O.G. Poker Run
Meredith Harley-Davidson
10 a.m.-5 p.m. Cash Prizes.

Music at the Marketplace
12 p.m.-midnight

AA Meeting at White Church Hall, Weirs Beach – noon & 8 p.m.

Loud Pipes Saloon
Coors Light Promo all day.

Lobster Pound
Jose Cuervo promo – 2 p.m. Prizes.

Nothin' Fancy
Special Promo. Prizes.

Patrick's Pub & Eatery
Motorcycle Week Adventure Series.

Backwater Bar & Grill
Coors Promo with Prize Giveaways.

Special Promos at the Weirs Beach Smokehouse – 4 p.m.

Broken Antler, Special Promo.

Thursday, June 16

Rally Headquarters
Open 8 a.m.-10 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration at Rally Headquarters

Hard Rock Roadhouse with Doug Keim, Jesse Rooke, Johnny Chop, and Roland Sands.

Free CMA Coffee House at Weirs Beach White Church Hall – 8 a.m.-midnight. Hosted by the CMA Northeast Chapter.

Victory Motorcycle Demos
Andy Currier Auto Gallery
9 a.m.-5 p.m.

Roadhog Saloon
Special Biker's Breakfast Buffet – 9 a.m.-noon

Guided Scenic Tours of the lakes and mountains.
Leaves Rally Headquarters
10 a.m.

H.O.G. Pit Stop Tent
Buell and Harley Demo Rides
NH International Speedway, South Gate – 9 a.m.

H.O.G. Poker Run
Meredith Harley-Davidson
10 a.m.-5 p.m. Cash Prizes.

Pirate Moto-Cross, Minis to Pros
Racing starts at 10:30 a.m.
Jolly Roger Moto-Sports Park.

Veterans Appreciation Day
All Day at Weirs Beach Smokehouse

Slow Races on Main Street
Downtown Laconia.
12-3 p.m. Cash Prizes.
NA Meetings, Cornerstone Bldg. (Corner of Lakeside Ave and Foster St.)
Weirs Beach – 12 p.m.-1:30 p.m. and 5:30-7 p.m.

Music at the Marketplace
12 p.m.-midnight.

AA Meeting
White Church Hall – noon and 8 p.m.

Mt. Washington Auto Road Motorcycles Only on the Highway to the Sky
All Day, First Time Ever

Custom Bike Show
Historic Train Station in Downtown Laconia – 1-6 p.m.

Broken Antler
Special Biker Wrestling Contest – 1 p.m. and 4 p.m.

Wolftrap in Wolfeboro
Lobster Boil with Coors Light At the Docks and Hesky Park Chicken BBQ – afternoon, Meredith

Naswa Resort
Jose Cuervo Promo – 4 p.m. Prizes

Loud Pipes Saloon
Foosball Tournament 4-8 p.m.

Music at the Market Place
Weirs Beach
6 p.m.-midnight

Broken Spoke Saloon
Tattoo Contest in the afternoon. Special Promos

Jolly Roger Moto-Sport Park Bull-Pen Blowout
Amateur Flat-Track Racing
Pro-Bash for Cash.
Speedway Bikes
Racing Starts at 6:30 p.m.

Backwater Bar & Grill
Jose Cuervo Promo – 3-6 p.m.
POW-MIA Freedom Ride, Sponsored by H-D Riders MC Leaves Lakes Region Plaza at 6 p.m. Sharp

AMA Sanctioned Flat Track Races – 7 p.m.
Jolly Roger Moto-Sport Park
For info call 508-874-1732

Loud Pipes Saloon
T-Shirt Contest – 10 p.m.

Patrick's Pub & Eatery
Special Motorcycle Week Comedy Night – 10 p.m.

Friday, June 17

Free CMA Coffee House at Weirs Beach White Church Hall – 8 a.m.-midnight. Hosted by the CMA Northeast Chapter

Rally Headquarters
Open 8 a.m.-10 p.m.
Weirs Beach Lobster Pound
AMA National Gypsy Tour Registration Rally Headquarters

Hard Rock Roadhouse with Doug Keim, Jesse Rooke, Johnny Chop, and Roland Sands.

Victory Motorcycles Demos
Andy Currier Gallery
9 a.m.-5 p.m.

Loudon Hard Rock Classic
NH International Speedway
8:30 a.m. Practice and 2:30 p.m. Qualifying.

H.O.G. Pit Stop Tent, Buell and Harley Demo Rides
NH International Speedway, South Gate – 9 a.m.

Roadhog Saloon
Special Biker's Breakfast Buffet – 9 a.m.-noon

H.O.G. Poker Run
Meredith Harley-Davidson
10 a.m.-noon. Cash Prizes.

Cornerstone's Laconia Motorcycle Week, Bike Blessing with Papa Joe Delio – 11 a.m. Rain or Shine at Gunstock Recreation Area, Gilford

AA Meeting, White Church Hall – noon and 8 p.m.

Patrick's Pub and Eatery
Jose Cuervo Promo

Music at the Market Place
noon-midnight. Biker Fashion Show at the Market Place, Weirs Beach, 8:30 p.m.

NA Meetings
Cornerstone Bldg.
(Corner of Lakeside Ave and Foster St, Weirs Beach)
12 p.m.-1:30 p.m. and
5:30-7 p.m.

Backwater Bar & Grill
Special Contest and Live Entertainment – 3-6 p.m.

Wolftrap Restaurant in Wolfboro
Coors Light Promo – 3-7 p.m.

Ms. Broken Antler Contest
Broken Antler – 4 p.m.

Broken Spoke Saloon
Miss Coors Light and Loud Pipes Contest

Loud Pipes Saloon
York Beach Ocean Run
Leaves at 2 p.m.

Formula USA Pro Singles National Mile Race. $10,000
Rochester Fairgrounds, 7:30 p.m.

Saturday, June 18

Rally Headquarters
Open 8 a.m.-10 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration at Rally Headquarters

Hard Rock Roadhouse with Doug Keim, Jesse Rooke, Johnny Chop, and Roland Sands.

Victory Motorcycle Demos
Andy Currier Auto Gallery
9 a.m.-5 p.m.

Roadhog Saloon
Special Biker's Breakfast Buffet – 9 a.m.-noon

Motorcyclists Breakfast
Meredith Fire Station, U.S. Route 3, Meredith – 7-10 a.m.

Loudon Hard Rock Classic
NH International Speedway,
Final Qualifying Practice– 8 a.m.; Two 250 Grand Prix Qualifying Races, 750 Supersport Race –12:30 p.m.

Free CMA Coffee House at Weirs Beach White Church Hall – 8 a.m. to midnight. Hosted by the CMA Northeast Chapter

Funspot
Official Custom Motorcycle Show Sponsored by Biker's Choice for MDA – 9 a.m.

H.O.G. Pit Stop Tent, Buell and Harley Demo Rides.
NH International Speedway, South Gate – 9 a.m.

NA Meetings, Cornerstone Bldg. (Corner of Lakeside Ave and Foster St) Weirs Beach – 12 p.m.-1:30 and 5:30-7 p.m.

AA Meeting, White Church Hall – noon and 8 p.m.

Rally Trophies Awarded
Rally Headquarters – 2 p.m.

Loud Pipes Saloon
Bike Show (via Franklin St.)
1-3 p.m.

Broken Spoke Saloon
Arm Wrestling Contest – 1 p.m. Special Promos

Giant Annual Pig Roast & T-shirt Contest
Broken Antler – 1 p.m.

Music at the Market Place
12 p.m.-midnight
Tattoo Showdown at the Market Place, Weirs Beach – 8:30 p.m.

AMA Sanctioned Flat Track Races – 7 p.m.
Canaan. 978-874-1732

Backwater Bar & Grill Long Distance Contest and Karaoke Contest
9 p.m.-12 a.m.

Loud Pipes Saloon. Miss Loud Pipes Contest – 9 p.m.

Sunday, June 19

Free CMA Coffee House at Weirs Beach White Church Hall – 8 a.m.-4 p.m. Hosted by the CMA Northeast Chapter

Rally Headquarters
Open 8 a.m.-5 p.m.
Weirs Beach Lobster Pound

South Baptist Church
Service for all Motorcyclists
85 Court St., Downtown Laconia – 7:30 a.m.

Christian Worship Service
Led by CMA Evangelist, Rick Steffy. White Church Hall. All Are Welcome – 9 a.m.

Hard Rock Roadhouse with Doug Keim, Jesse Rooke, Johnny Chop, and Roland Sands.

Roadhog Saloon
Special Biker's Breakfast Buffet – 9 a.m.-noon

Loud Pipes Saloon
Patio Cookout – 1-6 p.m.
Bikini Contest – 4 p.m.

Final Motorcycle Parade to NH International Speedway
Leaves at Meredith High School Parking Lot at 10 a.m., joins with group at Weirs Beach. Open to all.

79th Loudon Hard Rock Classic at NHIS. Superbike Race. H.O.G. Pit Shop Tent South Gate NH International Speedway – 9 a.m.

At press time several events were still pending during the week. Please, check for updates.

WHERE TO FIND SHELTER

If regular showers are your thing and you don't feel the need to share your sleeping bag with New Hampshire's fauna, check out these hotels, motels, cottages, condos and/or RV campgrounds.

Hotels, Motels, Cottages, and Inns

Abakee Cottages
Weirs Beach
603-366-4405

Agnes Pease House
Rochester
603-332-5509

Anchorage on Lake Winnisquam
Rt. 3, Tilton
603-524-3248

Appletree Cottage
Winnisquam
603-524-8031

B. Maes Resort Inn & Suites
Rts. 11 & 11B, Gilford
800-458-3877
603-293-7526

Barton's Motel
Union Ave, Laconia
603-524-5674

Bay Side Inn
Alton Bay
603-875-5005

Baytop Motel
Laconia
603-366-2225

Belknap Point Motel
Rt. 11, Gilford
603-293-7511 – 888-454-2537

Birch Knoll Motel
Laconia
603-366-4958

Black Horse Motor Court
Rt. 3, Ashland
603-968-7116

Brook & Bridle Summer Homes
Roberts Cove Rd., East Alton
603-569-2707

Cannon Mountain View Motor Lodge
Franconia, NH 03580
603-823-9577

Castle Rest at Weirs Beach,
Weirs Beach
603-366-2566

Channel Inn & Cottages
Weirs Beach
603-366-4673

Christmas Island Resort
Weirs Blvd., Laconia,
603-366-4378
800-832-0631

Clearwater Cottages
Neal Road, Meredith
617-438-6700
603-279-6608

Cozy Inn & Cottages
Weirs Beach
603-366-4310

Country Lake Resort
Rt. 3, Winnisquam
603-524-6897
888-855-6897

1848 Inn & Motor Resort
Rt. 3, Weirs Beach
603-366-4714

Eagle House
Weirs Beach
603-366-5927

Ellacoya Resort & Cottages
Gilford
603-293-7792

Grand View Motel
Weirs Beach
603-366-4973

Gunstock Country Inn
Gilford
603-293-2021
800-654-0180

Half Moon Motel & Cottages
Weirs Beach
603-366-4494
halfmoonmotel@weirsbeach.com

Harris Shore Cottages
Gilford
603-267-5941

Highland Motel & Cottages
Weirs Beach
603-366-5500

Hi-Spot Motor Court
Rt. 3, Weirs Blvd., Laconia
603-524-3281

Holiday Bay Cottages
Weirs Blvd., Laconia
603-366-4414

Inn at Mill Falls & Bay Point
Chase House Rt. 3, Meredith
603-279-7006
800-622-6455

King Birch Inn
Alton Bay
603-875-2222

Kona Mansion Inn
Center Harbor
603-253-4900

Lake Shore Motel & Cottages
Center Harbor
603-253-6244
941-439-6625(w)

Lakeview Hotel & Cottages
Weirs Beach
603-366-4621

Lake Winnipesaukee Motel
Rt. 3 Weirs Beach
603-366-5502

Landmark Inn
Main Street, Laconia
603-524-8000

Lazy E Motor Inn
Rt. 3, Weirs Beach
603-366-4003
schuster@fcgnetworks.net

Lord Hampshire Motel &
Cottages
Rt. 3, Tilton
603-524-4331

Lynnmere Motel & Cottages
Rt. 3, Tilton
603-524-0912

Margate on Winnipesaukee
Rt. 3, Laconia
603-524-5210 – 800-MARGATE

Marquis Resort
Winnisquam
603-524-0408

Misty Harbor Resort & Barefoot
Beach Resort
Rt. 11B, Gilford
603-293-4500 – 800-336-4789
misty@mistyharbor.net

Mountaineer Motel & Restaurant
Rt. 3, Lincoln
603-745-2235 – 800-356-0046

Naswa Resort
Weirs Blvd, Laconia
603-366-4341
E-mail: thenaswa@aol.com

Phillips House
Winnisquam
603-524-1649

Proctor's Motel & Cottages
Weirs Beach
603-366-5517

Resman Lodging at Misty Harbor
Rt. 11B, Gilford
603-293-4700 – 877-337-4789

Richaven Cottages
Weirs Blvd., Laconia
603-524-7704
413-583-3132(w)

Riverview Inn
Alton Bay
603-875-5001

Rosewood Country Inn
Bradford
603-938-5253 – 800-938-5273

St. Moritz Terrace Resort
Laconia
603-366-4482

Shalimar Resort & Spa
Rt. 3, Lake Winnisquam
603-524-1984
800-742-5462

Silver Sands Motel & Marina
Rt. 11B, Gilford
603-293-4481

South Bay Resort
Laconia Rd., Tilton
603-528-2449

Sun Valley Cottages
Rt. 3, Weirs Beach
603-366-4945

Super 8 Motel
Rt. 3, Tilton
603-286-8882 – 800-800-8000

Tower Hill Cottages
Weirs Beach
603-366-5525

Town Line Motel
DW Highway, Meredith
603-366-5570

White Oak Motel
& Lakefront Cottages
Ashland
603-968-3673
888-965-1850
E-mail: whiteoakmo@aol.com

Weirs Beach Smokehouse
Weirs Beach
603-366-2400

Weirs Beach Motel & Cottages
Weirs Beach
603-366-4604

Yankee Trail
Rt. 3, Holderness
603-968-3535
800-972-1492
ytm@worldpath.net

Bed & Breakfasts
Bay Side Inn
Alton Bay
603-875-5005

Belgian Acres
Tilton
603-286-2362

Black Dog Manor
Franklin
603-934-0322
h20dogs@fcgnetworks.net

Cartway House Inn
Center Sandwich
603-284-6219
800-501-6219

Corner House Inn
Center Sandwich
603-284-6219
800-501-6219

Duck Pond B & B
Alton
603-776-4111

Englewood B&B
Franklin
603-934-1017 – 888-207-2545

Ferry Point House
Sanbornton
603-524-0087
errypt@together.net

Hickory Stick Farm
Belmont
603-524-3333

Historic Temperance Tavern
Gilmanton
603-267-7349
temptav@nh.ultranet.com

Horse Haven
Salisbury
603-648-2101

Inn at Smith Cove
Gilford
603-293-1111

Inn at Peyton Place
Gilmanton I.W.
603-364-7315

The Agnes Pease House B&B
Rochester
603-332-5509

Shaker Woods Farm
Sanbornton
603-528-1990
shaker_woods_farm@
compuserve.com

Red Hill Inn
Center Harbor
603-279-7001 – 800-573-3445

Condominiums
Cedar Lodge at Brickyard
Weirs Beach
603-366-4316 – 800-366-4883

Della Paolera Condo
Weirs Beach
978-463-3163 after 6 p.m.
E-mail: BigMrD@aol.com

Gagnon Properties
Weirs Beach
603-623-5997 – 603-366-2556

Lake Valley Properties
Carlisle, MA
508-369-8049 – 603-366-4684

Samoset at Winnipesaukee
Gilford
603-293-8068

Private Condos
Steele Hill Resort
Sanbornton
603-524-2690 – 800-286-6985

Summit Resort
Laconia
603-366-4896 – 800-563-7060

Village at Winnipesaukee
Weirs Beach
603-366-4878

Vacation Rentals
Century 21 Lakes
Region Realty
Center Harbor
603-253-7766
eperts@LakesRegionRealEstate.com

Coldwell Banker Steve Weeks,
Realtors
Laconia
603-524-2255

Preferred Vacation Rentals
Center Harbor
603-253-7811
800-639-4022

Roche Realty at
South Down Shores
Laconia
603-528-0088

De Wolfe Company
Laconia
603-524-5256

Camping
Clearwater Campgrounds
Meredith
603-279-7761
617-438-6700

Ellacoya State Park
Gilford
603-271-3628

E-Z Livin Cabin
Bristol
860-599-0749

Hack-Ma-Tack Camping Area
603-366-5977

Gunstock Campground
Gilford
603-293-4341
800-GUNSTOCK

Meredith Woods 4 Season
Camping
Meredith
603-279-5449 – 800-848-0328

Paugus Bay Campgrounds
Weirs Beach
603-366-4757

Pine Hollow Camping World
Weirs Beach
603-366-2222
508-647-1966

Pine Woods
Moultonboro
603-253-6251

Weirs Beach Tent & Trailer Park
Weirs Beach
603-366-4747

Yogi Bear's Jellystone Park
Ashland
603-968-9000

NH Veteran's Association
Campground
603-366-5568

SUDS AND TUNES
Where to taste local brew and hear some live music.

Broken Antler
Music: Rock and roll, blues

Naswa Resort
Music: Live bands, different styles

Nothin' Fancy
Music: Pop

The Crossroads
Music: Occasional rock and roll

Weirs Beach Smokehouse
Music: Excellent blues

GOOD GRUB
Places to stuff your belly at…and you can eat there, too.

Eateries at the Center of Weirs Beach
Patio Garden Restaurant
Specialty: Italian and American
Meals served: Lunch and dinner
Location: Winnipesaukee Marketplace
Phone: 603-366-5800

StageView Sub Shop & Grill
Specialty: Subs, burgers, seafood, BBQ
Meals served: Lunch and dinner
Location: Winnipesaukee Marketplace
Phone: 603-366-5800

JB Scoops Ice Cream
Specialty: Eyes Scream!!!
Location: Winnipesaukee Marketplace
Phone: 603-366-5800

Half Moon Pizza Stand
Specialty: Hey, we're bettin' tossable pies, right?
Meals served: Lunch and dinner
Location: 240 Lakeside Ave.
Phone: 603-366-4315

Hart's Homemade Slush
Specialty: Slush
Location: 248 Lakeside Ave.
Phone: 603-366-2181

Lisa's Lakeside Diner
Specialty: American
Meals served: Breakfast, lunch and dinner
Location: 279 Lakeside Ave.
Phone: 603-366-2005

Nothin' Fancy Bar & Grill
Specialty: Mexican
Meals served: Lunch and dinner
Location: 306 Lakeside Ave.
Phone: 603-366-5764

Pier Restaurant
Specialty: American
Meals served: Lunch and dinner
Location: Winnipesaukee Pier
Phone: 603-366-5970

Weirs China Mama
Specialty: Chinese, of course
Meals served: Lunch and dinner
Location: Winnipesaukee Pier
Phone: 603-366-9373

Eateries Outside of Weirs Beach

The Lobster Pound
Specialty: Lobster, seafood
Meals served: Lunch and dinner
Location: Weirs Beach Arrow
Phone: 603-366-5713

Weirs Beach Smokehouse
Specialty: BBQ
Meals served: Dinner
Location: Weirs Beach Arrow
Phone: 603-366-2400

Bridgewater
Specialty: American
Meals served: Lunch and dinner
Location: 1208 Weirs Boulevard
Phone: 603-366-5912

Crossroads
Specialty: American
Meals served: Lunch and dinner
Location: 1209 Weirs Boulevard
Phone: 603-366-9351

Naswa Resort
Specialty: American
Meals served: Lunch and dinner
Location: 1086 Weirs Boulevard
Phone: 603-366-4341

Christmas Island Steakhouse
Specialty: American
Meals served: Lunch and dinner
Location: 630 Weirs Boulevard
Phone: 603-366-4664

Kellerhaus
Specialty: Waffles
Meals served: Breakfast
Location: Route 3
Phone: 603-366-4466

JT's Bar-B-Q
Specialty: BBQ & seafood, no doubt
Meals served: Breakfast, lunch and dinner
Location: Route 3
Phone: 603-366-7322

The Tamarack
Specialty: American
Meals served: Lunch and dinner
Location: Route 3
Phone: 603-366-4687

The Broken Antler
Specialty: American
Meals served: Lunch (Sat. and Sun. only) and dinner
Location: 41 Scenic Road
Phone: 603-366-4005

Jack's Bait Shack
Specialty: Seafood, Cajun
Meals served: Lunch and dinner
Location 818 Endicott Rd.
Phone: 603-366-4446

BIKE AND TATTOO SHOPS

We all need some service sometime, and so here's a few places that might fit your need. If you're looking for some "special"-type service, well, you're on your own.

Bike Shops/Repairs

AJ Welding
Cotton Hill Rd., Merideth
603-279-6331

American Cycle
Route 106, Belmont
603-528-4118 – 24 hr. service

BCM Motorsports
229 Messer St., Laconia
603-524-4898

Concord Motorcycle Shop
Basin St., Concord
603-228-0364

Cycle Warehouse
Route 107, Laconia
603-528-1957

Freedom Cycle
105 Manchester St., Concord
603-225-2779 – Road calls

Goodhues Rad Rides
315 Laconia Rd., Tilton
603-286-7583

Heritage Harley-Davidson
142 Manchester St., Concord
603-224-3268

Meredith Harley-Davidson
8 Maple St., Meredith
603-279-4526

Power Stroke
Route 106, Belmont
603-528-6687 – 24 hr. service

TATTOOING

Crows Creations
455 S. Main St., N. Conway
603-356-5551

Hollywood Ink
Weirs Beach
603-366-2425

LA East House of Tattooing
49 Elm St., Laconia
603-524-6908

Millenium Tattoo
Main St., Ashland
603-645-3454

Old Skool Tattoo
Canal St., Laconia
603-528-7695

Razor's Edge Tattooing
302 Main St., Tilton
603-286-7164

Screaming Needles Tattooing
190 Main St., Plymouth
603-536-8282

THE HOBO & WINNIPESAUKEE SCENIC RAILROADS

These railroads provide train transportation to Weirs Beach during Laconia Motorcycle Week. No vehicles other than motorcycles are allowed on Weirs Beach Boulevard during Bike Week. The train has frequent service in and out of the Weirs Beach with parking at Meredith & Lakeport. For more info about Bike Week call 603-279-5253, or all year 603-745-2135. The round-trip fare during Bike Week is $10 per person.

AIRPORTS

Laconia Airport Authority
66 Aviation Dr., Gilford
603-524-5003

Pemi-Riverside Airport
N. Ashland Rd., Ashland
603-536-9808

Plymouth Muni. Airport
Quincy Rd., Plymouth
603-536-9647

Concord Airport
71 Airport Rd., Concord
603-229-1760

Aircraft Charter
Air Transport Inc.
Plymouth
603-536-7244

Concord Aviation Svcs.
Concord
603-228-2267

Emerson Aviation Inc.
Laconia
603-293-7980

Sky Bright Inc.
Gilford
603-528-6818

White Mountain Helicopter Hill
603-744-6232

Seaplane Services Inc.
Lakeport
603-524-0446

TOWING/BROS CLUB SERVICE

Looking for a terrific tow job? Nobody does it better than the Bros Club. You won't have to worry about a little thing like a breakdown turning into a major headache for you, because by joining the Bros Club, you are ensuring yourself the best help a rider on the road can have, 24 hours a day, seven days a week. All ya gotta do is call 800-325-9028, and you'll have access to more than 12,000 affiliates—able to pick you up and dust you off or dry you off—at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada.

BIKE TRANSPORTATION

If you can't ride to Laconia, but have to have your bike there, shipping is the way to go. The following companies will be happy to take care of that for you.

J.C. Motors
The folks at J.C. Motors give exceptional shipping. In fact, they specialize in motorcycle shipping, because they started out as motorcycle shop and wholesalers. Even extra-long choppers and big-assed dressers are no problem for them, and they've got a special, patented "pop-up" crate, which they'll ship to the customer for easy crating, and then they'll pick it up. JC Motors ships internationally, nationwide, and to all rallies. And if the old lady's kicked your ass to the curb and ya gotta move all your crap out, they'll do that, too. For more info or to have them ship your ride, call 800-730-3151, or go to www.motorcycleshippers.com.

Goldrush Motorsports
They'll ship your bikes from anywhere, USA, to Laconia, provided it's more than one. So if you and your buddies don't have the time to ride, just call Ken, and he'll handle it for you. Their phone number is 704-799-2890; their fax is 704-799-2892, and their Web site is www.goldrushmotorsports.com.

Federal Company
As an agent for Allied Vans, they'll ship your bike pretty much anywhere within the continental U.S. They'll pick up individual bikes or groups, and the more bikes, the more of discount rate you'll get. Just make sure you call 'em about three weeks before you want the bike in Laconia, or a month, if you live in the boonies. For more info call 800-747-4100, ext. 217.

BOAT RENTING/LEASING

There's lots of water in the neighborhood, and where there's water, well, there might be some fish. If you wanna make some waves, here are the right places to turn to.

Weirs Beach Anchor Marine Corp.
Rents family runabouts, open deck-style boats, and pontoon boats.
800-366-8119; 603- 366-4311; www.anchormarine.net

Thurston's Marina
Rents jet watercraft, water-skiing boats, and pontoon boats.
603-366-4811; www.thurstonmarina.com

Waverunners
Rents jet watercraft only; 603-366-4094

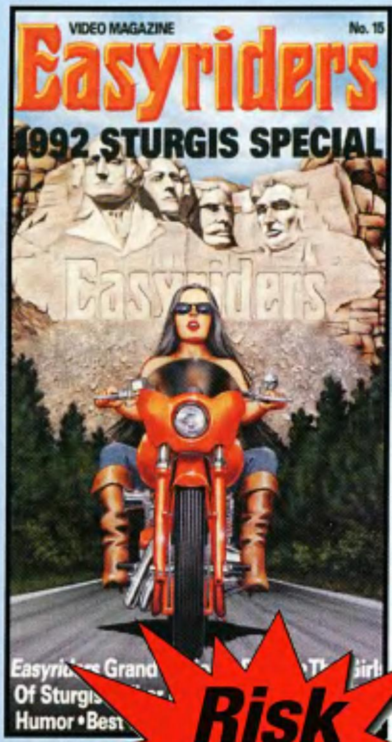
Fay's Boat Yard
71 Varney Point Road, Gilford; 603-293-8000

Lakeport Landing
65 Gold Street, Laconia; 603-524-3755

Thurston's Marina
U. S. Rt. 3, Weirs Beach; 603-366-4811

Winnisquam Marine Inc.
Winnisquam; 603-524-8380

And that's all, folks. We hope you'll have a blast. Make sure you keep the rubber on the road (or wherever else it is appropriate), and get home safely, so you can start planning for the big 83rd Laconia Bike Week already staring at you from June 10 through June 18, 2006. We'll see ya there.



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Two videos for the price of one!

When you sign up for the new "Rides of the '90's" video continuity series.

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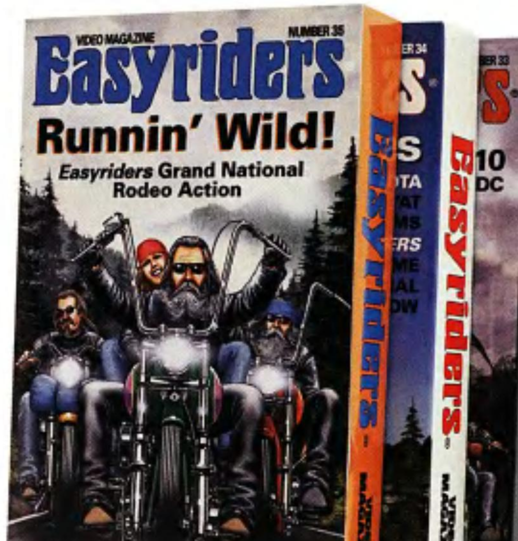
- ✓ No Minimum Purchase Obligation
- ✓ Cancel at any time

Hot bikes, hot music, hot biker babes, hot parties, rallies, festivals...all the biker fun of the 90's captured on 50 minute videos you'll watch over and over.

You'll automatically get a new video to preview every month until you have them all or you tell us to stop. Only $4.95* each, charged to your credit card when videos are shipped.



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Have your credit card ready

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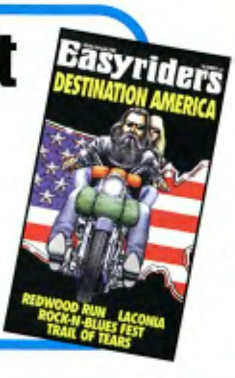
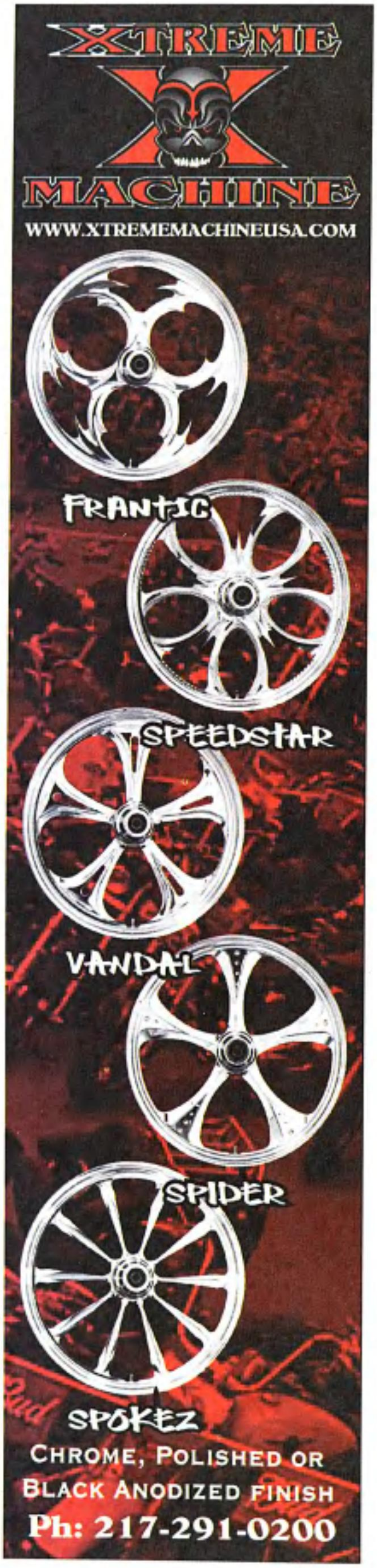


General Store advertising space is available in the sizes shown. All ads must be motorcycle related and subjected to publisher's approval. Prices quoted are for four color and cost per insertion (based on 3x rate): 1/6-page, $520 (vertical 2 1/8" x 4 3/4" or horizontal 4 1/2" x 2 1/4") or 1/3-page, $780 (vertical 2 1/8" x 9 3/4" or square 4 1/2" x 4 3/4"). These special rates do not allow us to extend agency commissions.
Need more Information? Call 800-323-3484 or write to General Store Advertising, 28210 Dorothy Dr., Agoura Hills, CA 91301,
Phone 818-889-8740, ext.1265 • Fax 818-889-5214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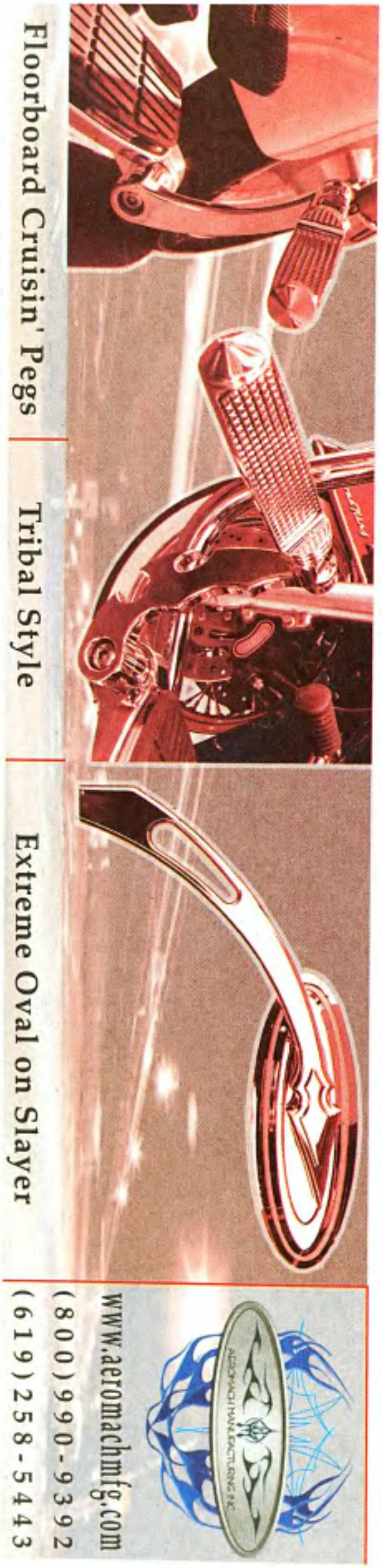
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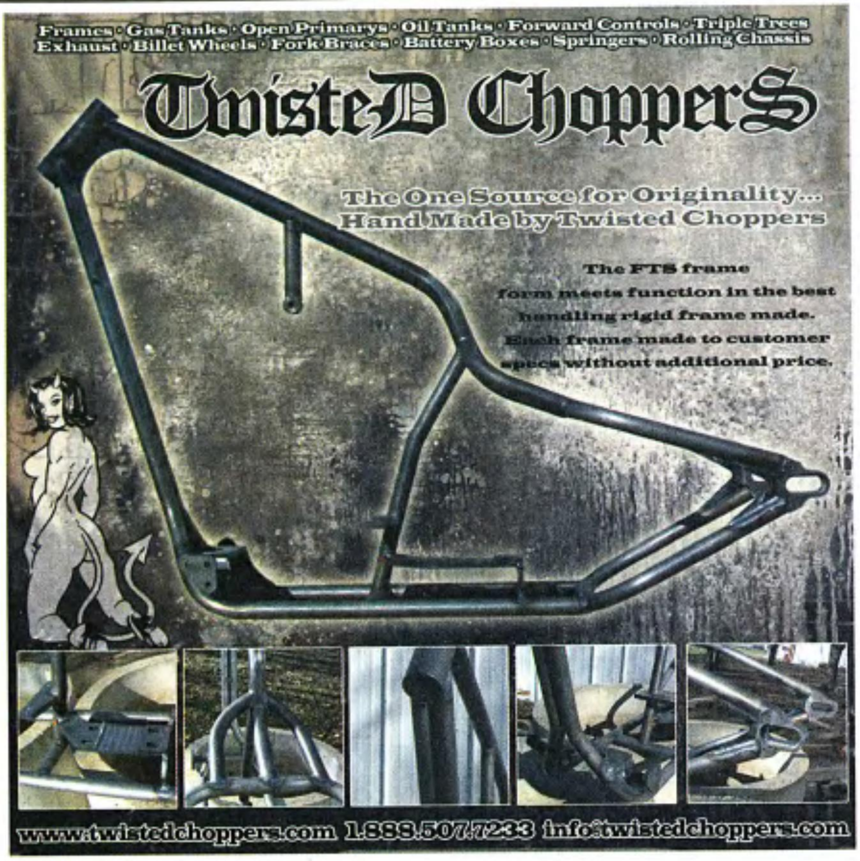
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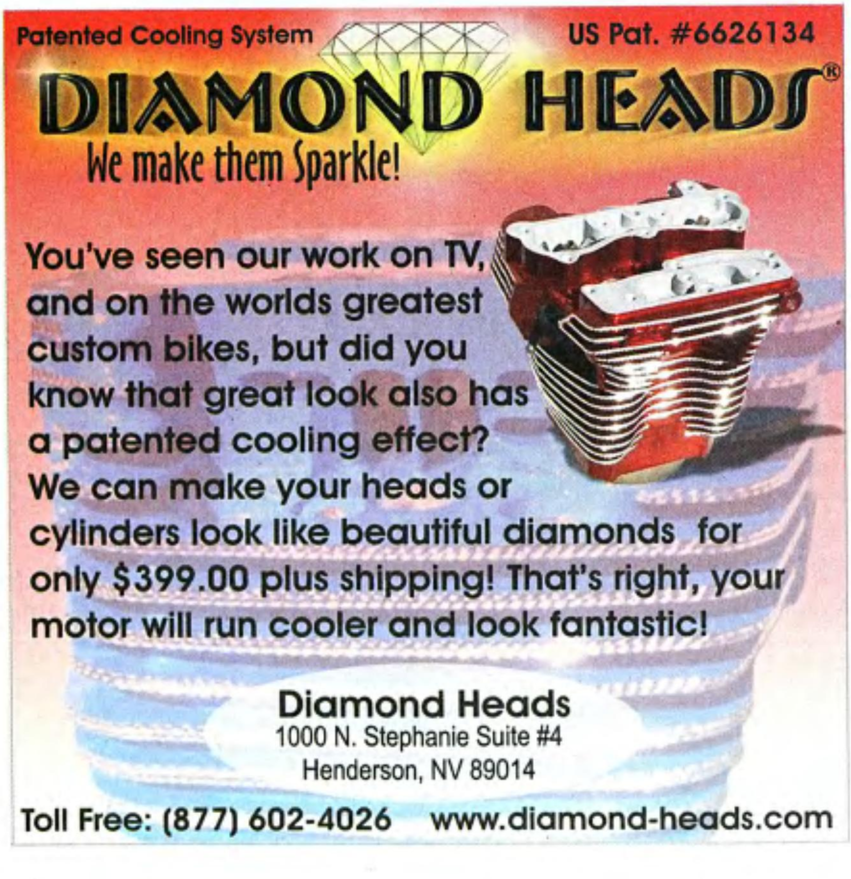
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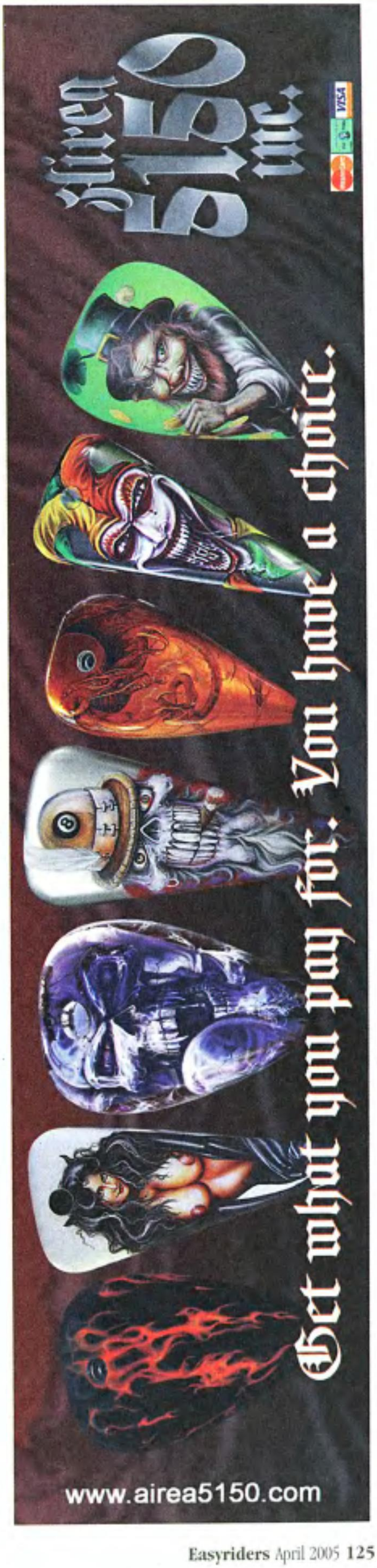
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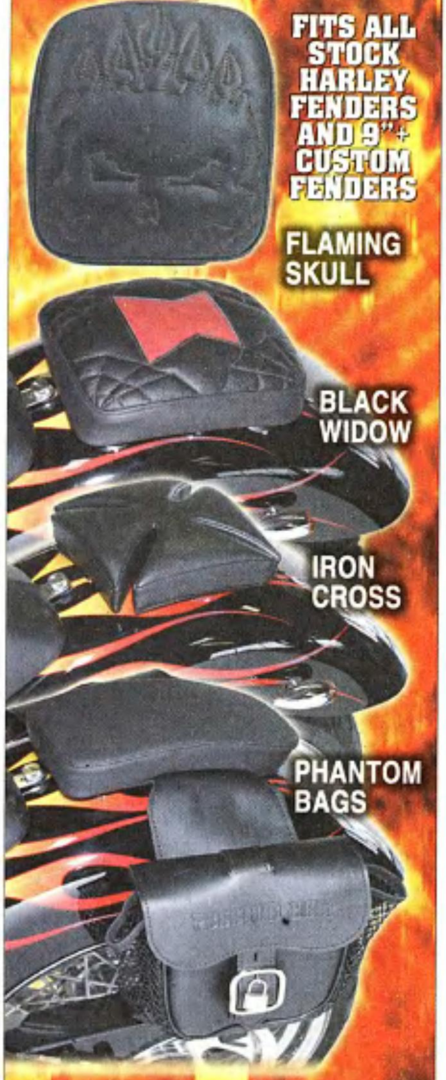

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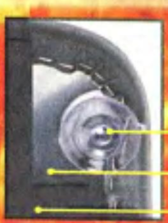

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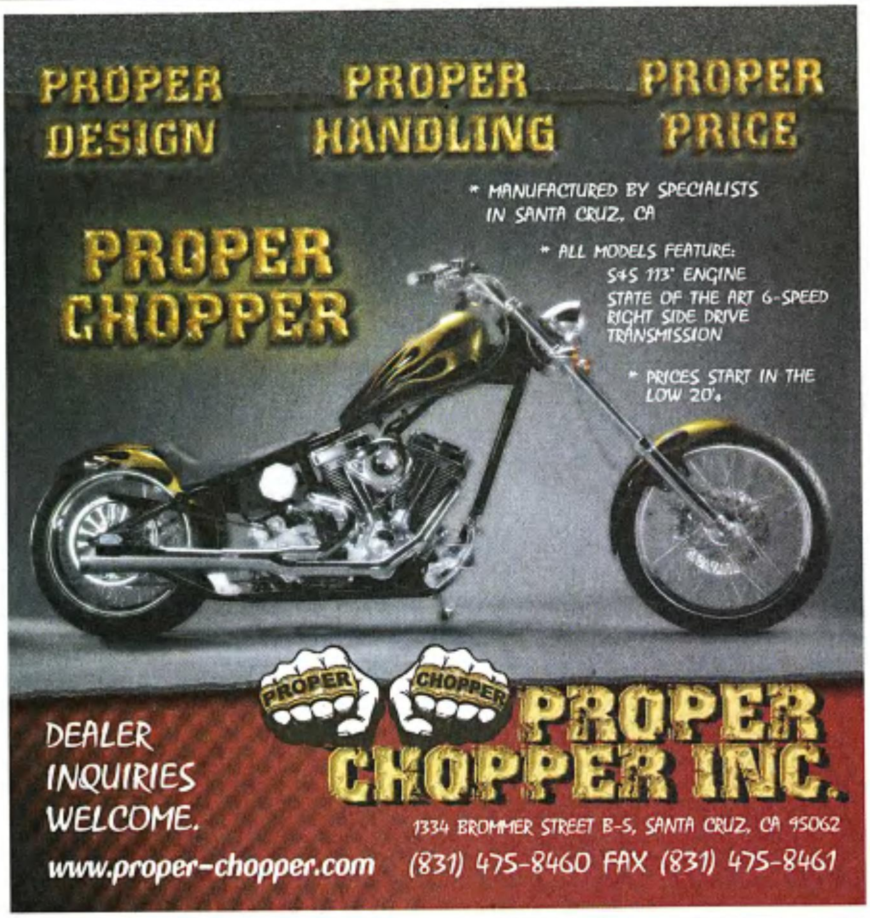

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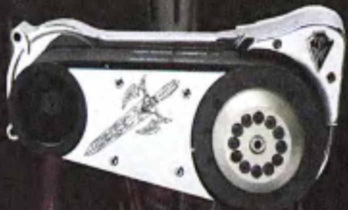

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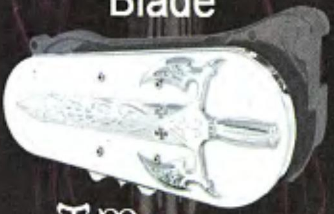

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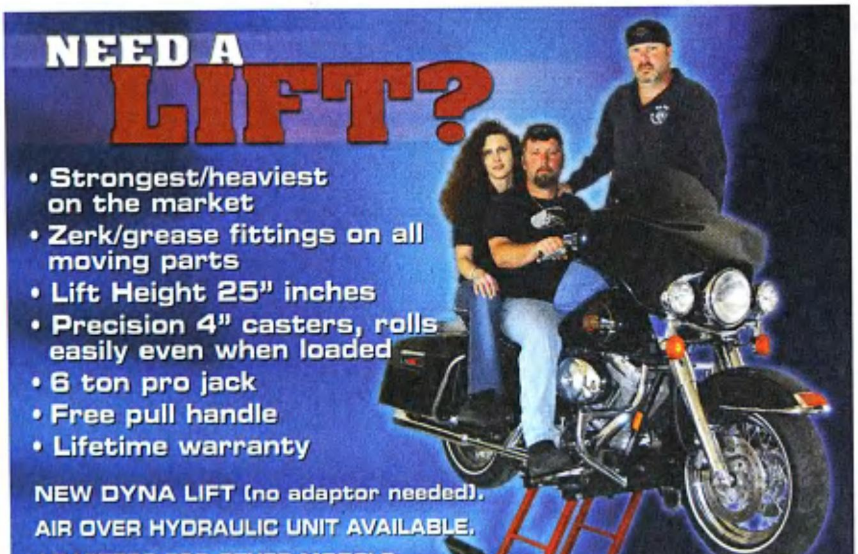
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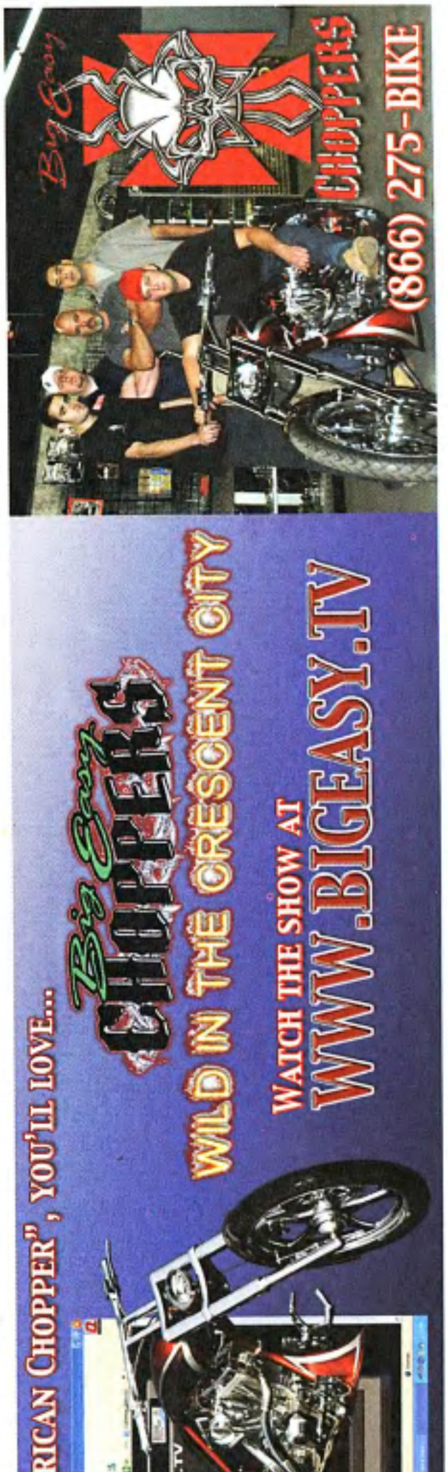
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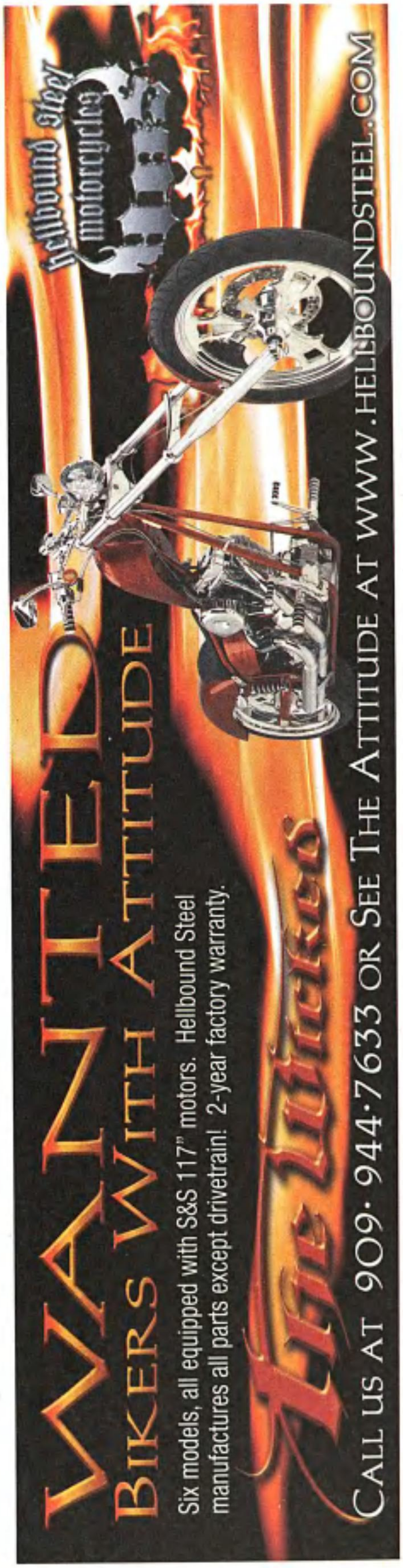
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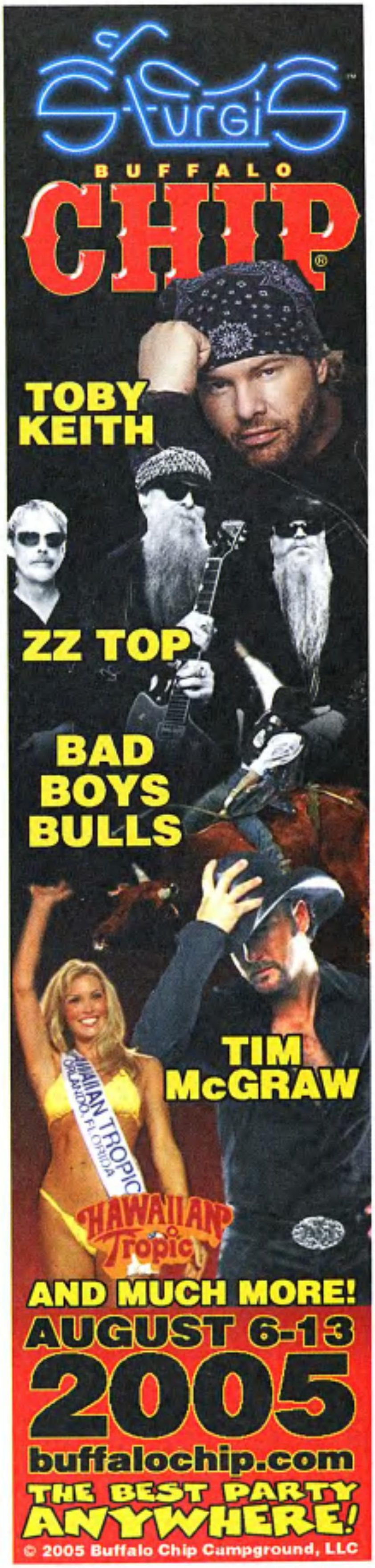
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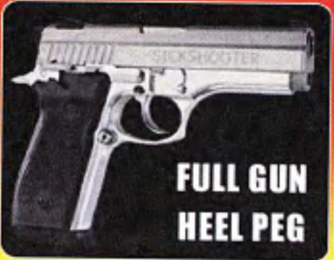

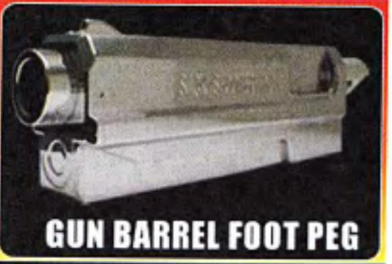

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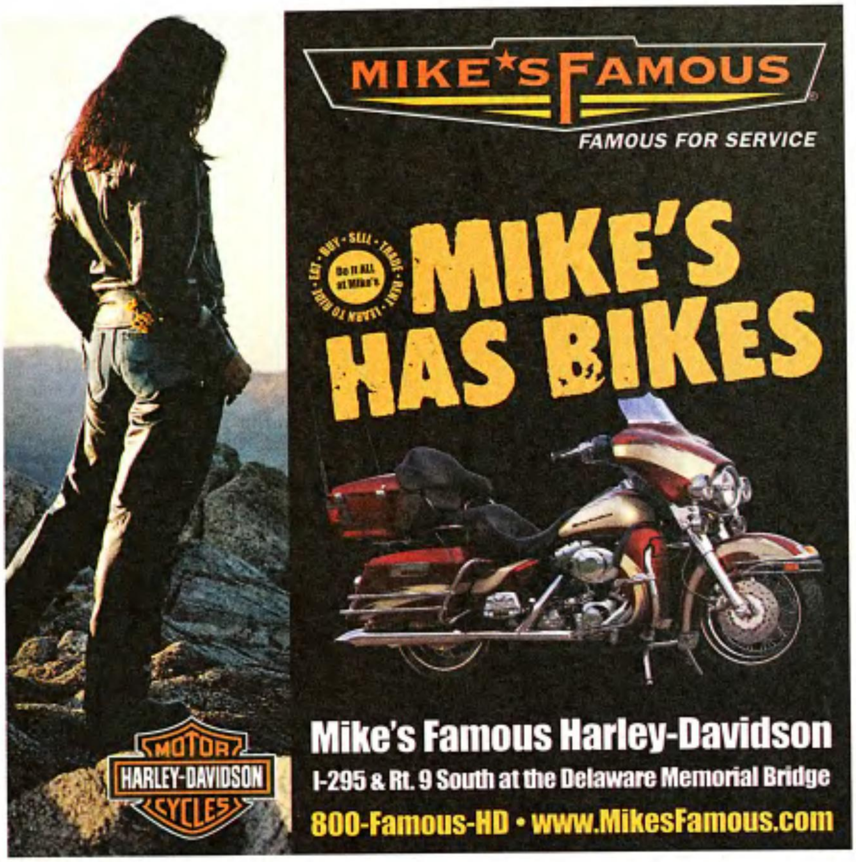
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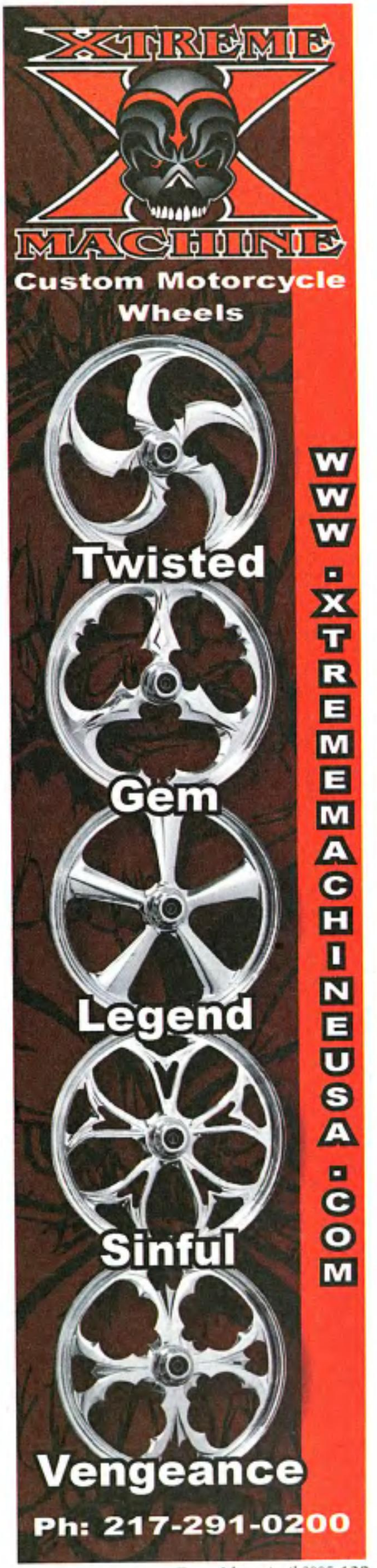
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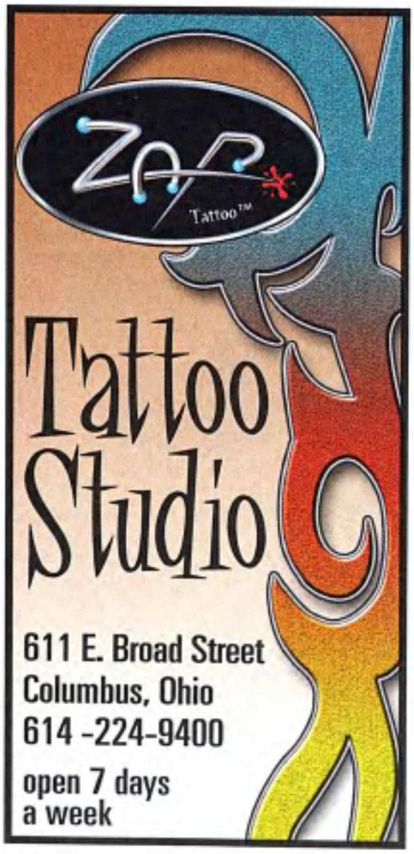

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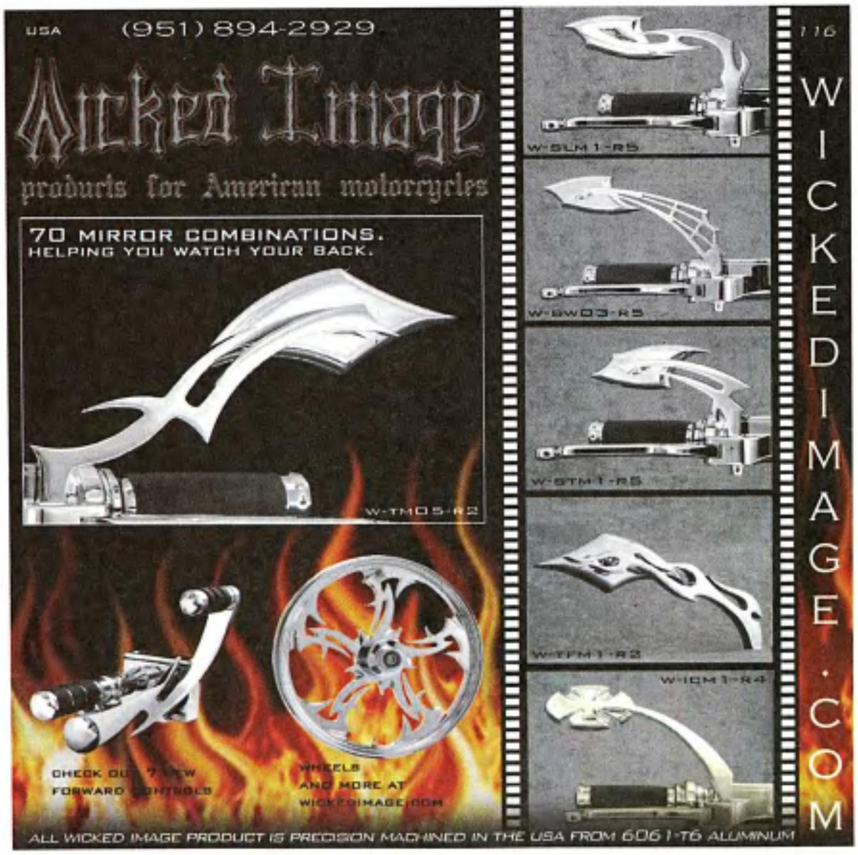
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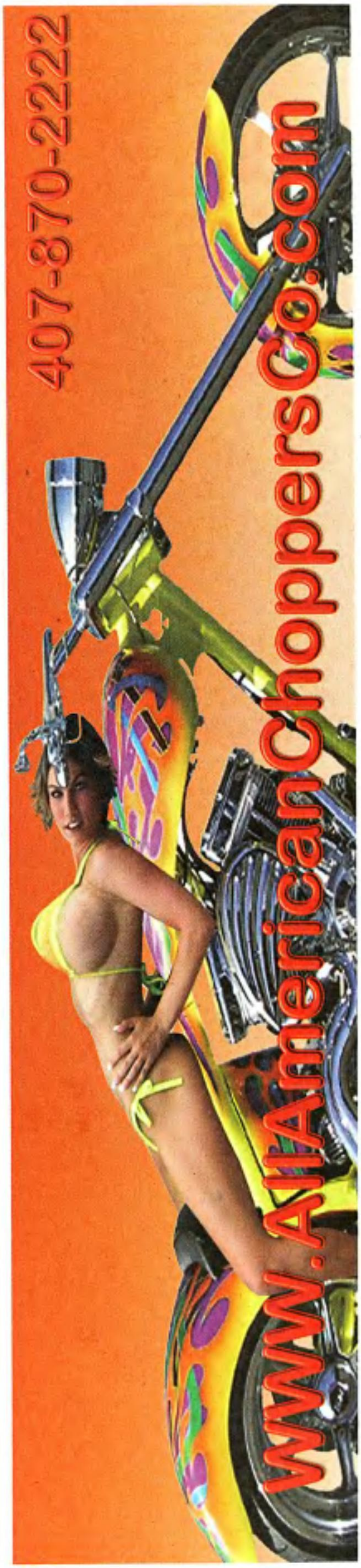
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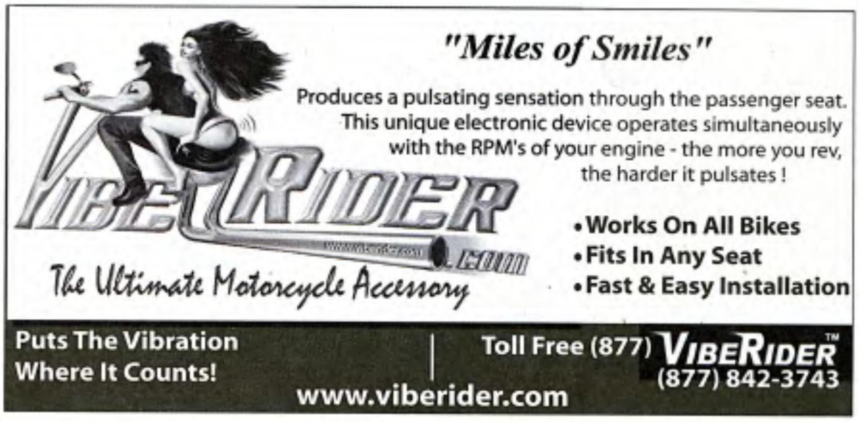

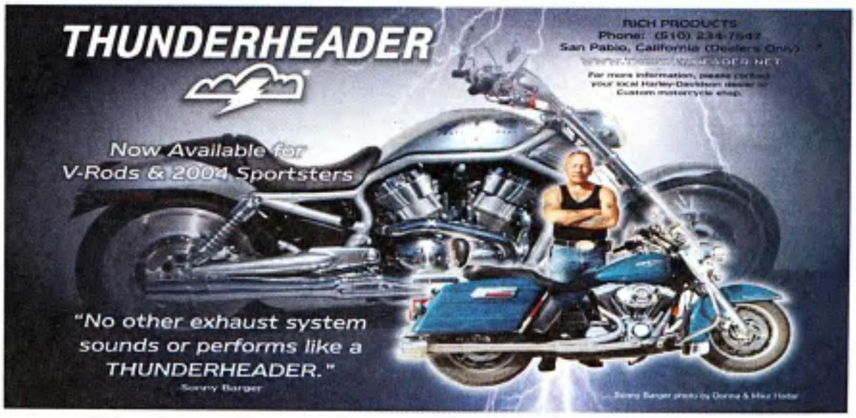

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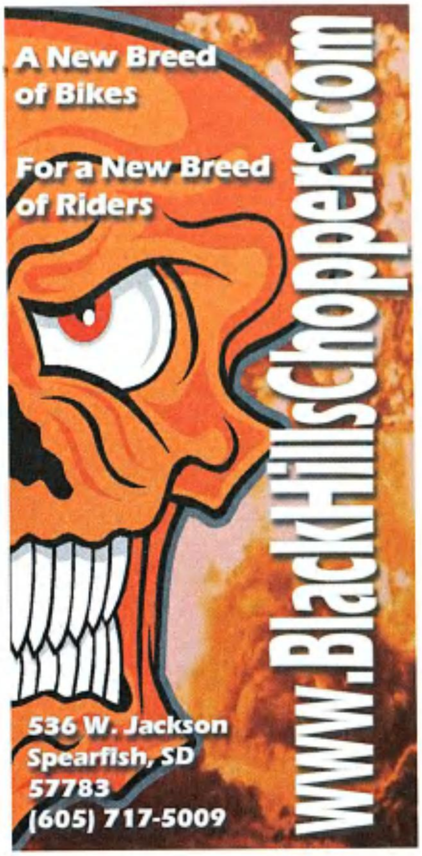
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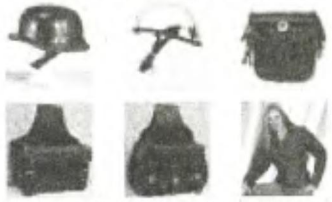

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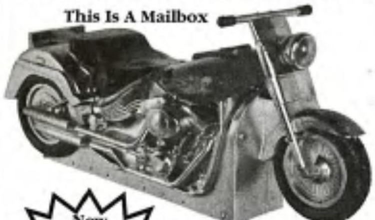

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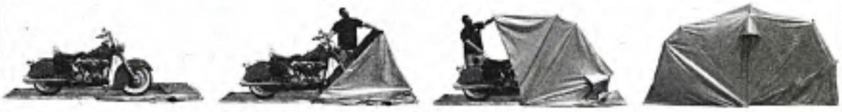

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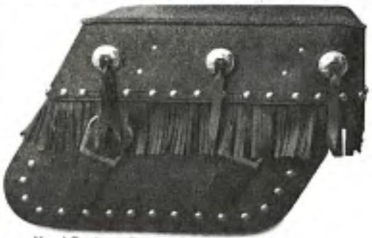

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Air filters come in lots of types and styles; some have been referred to as "ham cans" and others have big round covers that look like a wall clock. The air filter we are installing here has a velocity stack design made by Wimmer Machine and distributed by Drag Specialties. This air filter assembly features a 90-degree elbow at the carburetor, which not only looks cool but it moves the actual air filter element forward out of the way of the rider's leg.

We installed the air filter on an 88-inch S&S motor that was fitted with a Mikuni HSR 42 carburetor. Because the motor has cylinder head breathers we ordered the air filter that included Wimmer's breather kit. The complete air filter and breather kit has an MSRP of $505.

Only hand tools and a little Loctite No. 242, medium-strength thread locker were required to install the air filter, and the parts fit onto the bike and together

—John Sullivan

Source

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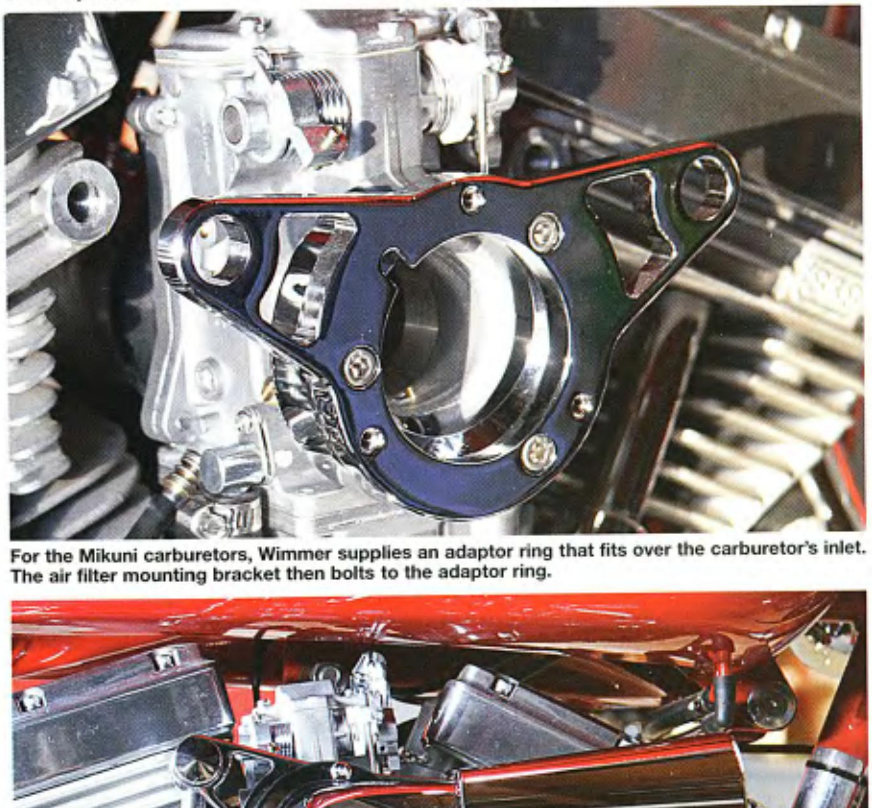
The air filter element fits inside the velocity stack housing. The individual parts are machined from billet aluminum and are chrome plated.

The air filter mount also acts as a carburetor support bracket. The cylinder head breathers fit between the mounting bracket and the cylinder heads.



For the Mikuni carburetors, Wimmer supplies an adaptor ring that fits over the carburetor's inlet. The air filter mounting bracket then bolts to the adaptor ring.

The two cylinder head breathers and air filter assembly are then attached to the mounting bracket. All of this took about an hour. And what a difference the new air filter made in our bike's appearance and rider legroom.

Photos: John Sullivan

GOING STRAIGHT
Bike Alignment Made Easy

I once knew this goofy chick that didn't want to do anything risky unless her planets were "in-alignment." But when they were, watch out cause you were going for a hell of a ride.

Well, your bike is about the reverse of that. When it's all lined up, cruising is effortless; but if something isn't straight, it's a handful. Putting the wheels and frame in the same plane is a daunting chore, unless you have the correct tools. Now, some of these tools are designed just to do this job, while others can be adapted to it. In the "designed for" category there's a new breed of laser beam alignment tool kits; they cost from $50 to $150.

In the adapted group you just need a couple of long, straight edges and a method of securing them the bike's wheels. A pair of 8-foot straight edges will set you back a bunch of bucks or cost you next to nothing.

In the el-cheep-o class straight edge department, florescent light tubes are king. They come 8-feet long, are very straight, lightweight, of small diameter and are super rigid. You can buy them brand new for about six bucks each at Home Depot, or get them free from a factory or store that's replacing dead ones. Their sole drawback is, they break—with messy consequences.

As for securing them to the bike's wheels, a pair of No. 64 rubber bands work great. These are the big-sized rubber bands; you can get a whole bunch for a buck at an office supply store, although you only need two.

So, here's how you use our "special" tools. Set the bike so it's straight up, we used a lift table but a strong friend works just as well. Lay one of the light tubes on the right side of the bike, with a rubber band just ahead of the rear wheel. Slide the second light tube down the left side of the bike, while slipping it through the rubber band. Now behind the rear wheel, fit a second rubber band over the tubes. Lift the two tubes up so that they are clamped to the sides of the rear tire. Then, moving up to the front wheel, set a small spacer under the front of the two

Scott Davis of Lifestyle Cycles with his set of "special" tools.

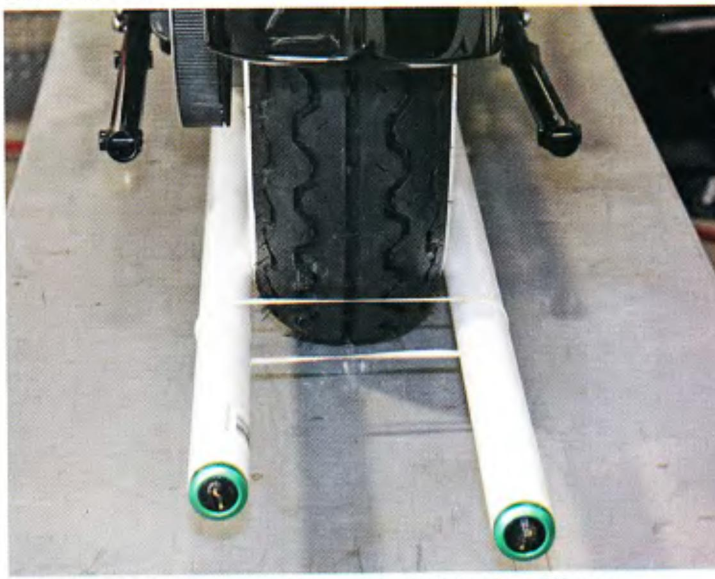
Our alignment project bike: a 2003 Softail that is in the process of being customized.

The light tubes will be fitted down the length of the bike and will be attached to the bike's rear wheel.

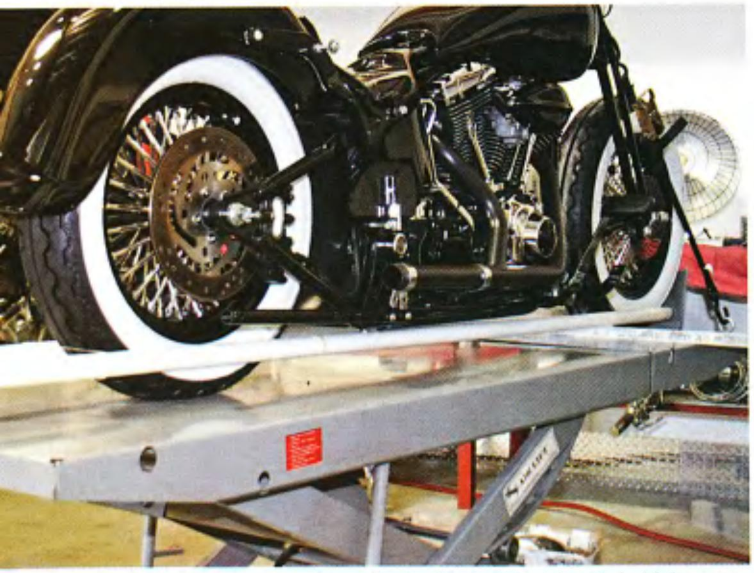
Rubber bands hold the light tubes to the rear wheel. The front rubber band is fit over the right side tube; the left side tube is fed through it.

The second rubber band is slipped over the ends of the two tubes and set just behind the wheel.

The rubber bands are acting as a clamp holding the tubes against the rear wheel.



There shouldn't be anything other than the rubber bands and the rear wheel touching the tubes.



We set a ruler on its edge under the front of the tubes to hold them up next to the front wheel.

In looking at the front wheel, where the tubes ran next to it, the two tubes were pointing to the right side of the bike.

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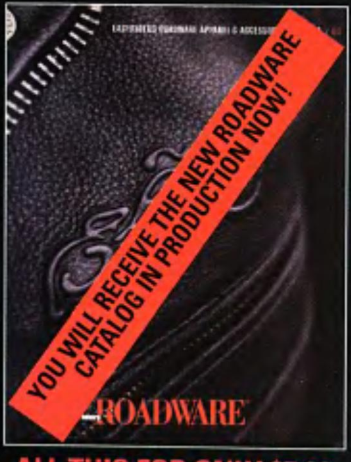

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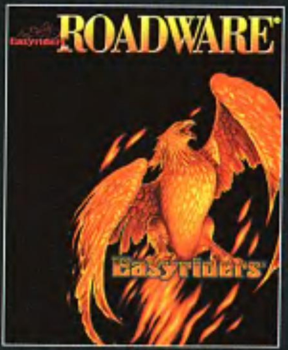

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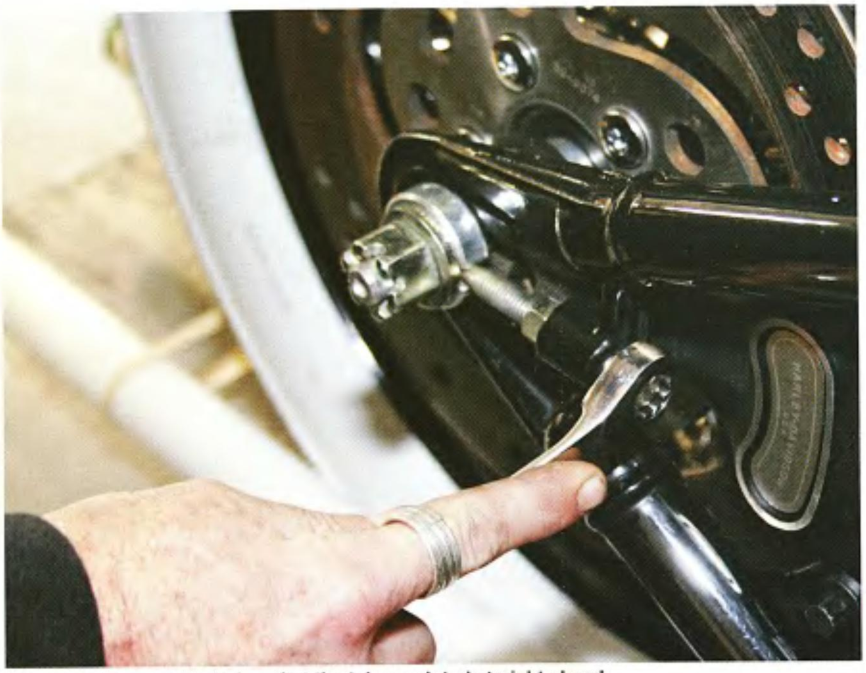

The rear axle was adjusted so that the tubes pointed straight ahead.

Photos: John Sullivan

Once the axle was adjusted, the tubes were gently pulled slightly away from the rear wheel and then set back up against it. This was done to make sure that there isn't any interference with the tubes. If the tubes still point straight, then you're done.

tubes, so that they are parallel to the ground.

If your setup is correct, the tubes will sandwich the rear wheel, which should hold them up off of the ground. Up at the front, the two tubes should be parallel to each other and set so that the front wheel is between them. Note: on Harley Softails the front wheel will not be centered because the rear wheel is offset 3/8 of an inch to the bike's right side.

As for your rear wheel alignment, if the two tubes are pointing either to the left or right, you need to adjust the rear axle so that the tubes point straight ahead. Once the tubes are pointing straight the bike's aligned and you can put the tubes back where you borrowed them from. *—John Sullivan*

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EASYRIDERS' COOL TOOL GUIDE

If it's got two wheels, sooner or later it is going to need some tender lovin' attention. That means you're going to need a tool or 10 in order to set it straight. For some that means a credit card with a lot of headroom, but for the rest of us it means wrenches, lifts, and sometimes a big ol' hammer. Herein lies the Easyriders guide to some recently released products to make routine maintenance easier, plus dream tools for the mechanic who has to have one of everything. Who hasn't wanted a motorized tire-changing machine for their home shop? Check out this and more in our annual tool guide. — KIT MAIRA

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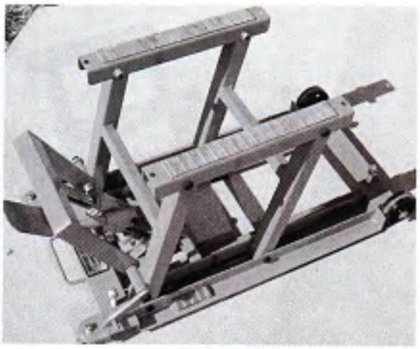

pads are rubber-insulated and provide a non-slip surface and paint protection. The motorcycle lift also features a 3-ton hydraulic lift with a foot-operated pedal for easy operation. The jack weighs only 68 pounds and has a grab handle for easy lifting for times when users need a portable jack. For info call 877-681-0448, or visit www.jirehcycles.com

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the jacks feature a wide lifting platform, four swivel poly wheels and a full line of accessories to make working on your bike a breeze. Call 888-528-2078 for a catalog, or go to www.dunwelljacks.com

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This stand provides exceptional support for engine assembly on both big twin Evolution or Twin Cam 88 engines. A High Density polyethylene plate protects the machined crankcase surface while mounting the engine to the stand, and laser cut openings allow access to all crankcase fasteners. Shop owners can use the stand to display motors for sale. For more info see your Harley-Davidson dealer. To find one near you call 1-800-443-2153 or visit the H-D Web site at www.harley-davidson.com

The California Executive Auto Knife

This compact package of handsome high-tech materials and uncompromising craftsmanship, we're told, is an excellent addition to any collection. The titanium and stainless steel components are CNC precision-machined and assembled by hand to ensure optimal fit. The action of the Executive Auto is smooth and true. The through-the-blade, nine-coil spring switching mechanism is so durable and dependable that it comes with a lifetime warranty. The liners are titanium; the trigger is 416 stainless and the blade is ATS-34 stainless treated to a 58-60 Rockwell hardness. Available in either titanium or Damascus. You get three choices for inserts: carbon fiber, abalone or mother of pearl. The California Executive Auto retails for $495; it's legal in

most states. For more information contact Terry Britt at California knives 559-733-8751 or visit their Web site: www.californiaknives.com

Fix My Hog Maintenance DVD

Fix My Hog has introduced a new maintenance DVD for all brands of Harley-Davidson touring motorcycles. Designed to decrease the time and expense associated with owning a bike, the DVD gives riders the skills necessary to perform the basic functions recommended by Harley-Davidson to keep a Hog running in top condition. The touring edition was shot in a motorcycle repair shop with professional mechanics demonstrating each procedure step by step. The 85-minute, 14-chapter DVD includes performing a safety check, maintaining the charging system, replacing spark plugs, changing fluids, replacing tires and more. Also included are tips and tricks of the trade and detailed in-depth bench work based on years of experience. For more information on Fix My Hog Inc. or to order the DVD, visit www.fixmyhog.com, or call 619-269-9321.

Windzone Essential Tool Kit

The Windzone Essential Tool Kit Contains just about everything you could ever want or need in a take-along tool kit. Designed to fit fork bags, the EK-1HD is the perfect tool kit for Sportsters, Ultras and everything in between. The kit includes locking pliers, tire pressure gauge, flashlight, 3/8-inch ratchet driver and socket, wrenches, Allen keys, Torx set, four screwdrivers, gap gauge, electrical wire, electrical tape and a spare turn/taillight bulb. Call 800-381-8030, or go to www.beza.biz/windzone

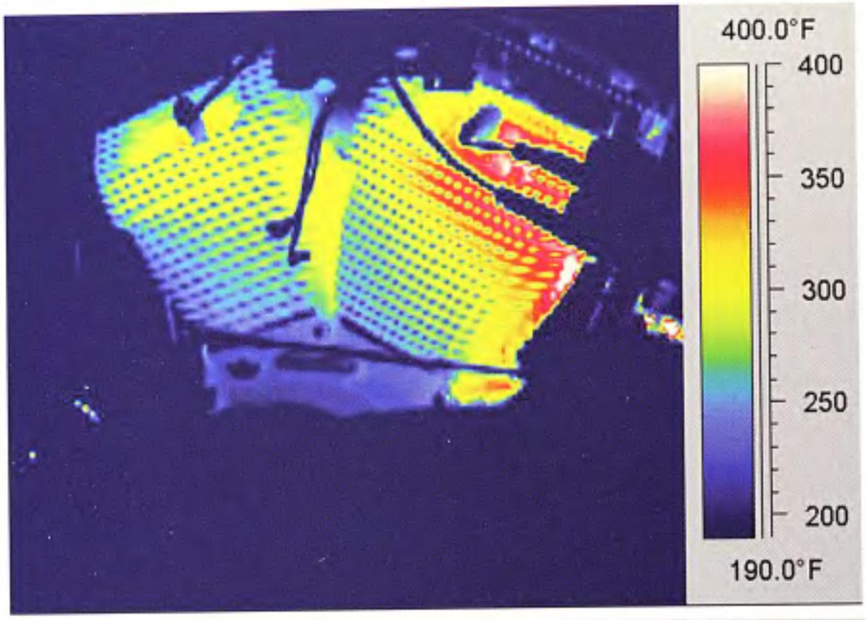
Big Daddy Ratchet Tie-Down

Powertye Manufacturing recently introduced the 2-inch Big Daddy Ratchet Tie-Down with built-in Soft-Tye and a 9-inch-long genuine sheepskin sleeve. The sheepskin will protect a bike's finish while holding a Harley or a custom bike in place. Powertye claims these are the "Strongest motorcycle tie-downs in the world!" Safety hooks are incorporated so that they will never come unhooked when trailering a bike over rough roads. Other features include: 2-inch-wide Chromacoat ratchet, 7,400-pound-test nylon webbing, 2,600-pound rated assembly, vinyl coated Snap-Hook secure ends, 6 1/2-foot length, plus 18-inch Soft-Tye, and double security stitching. They are available in red, black and blue with black Soft-Tye sewn-in. The main part of the strap is in the color of your choice and the Soft-Tye part that wraps around the handlebars is only available in black. For info call 714-993-7400, or go to www.powertye.com

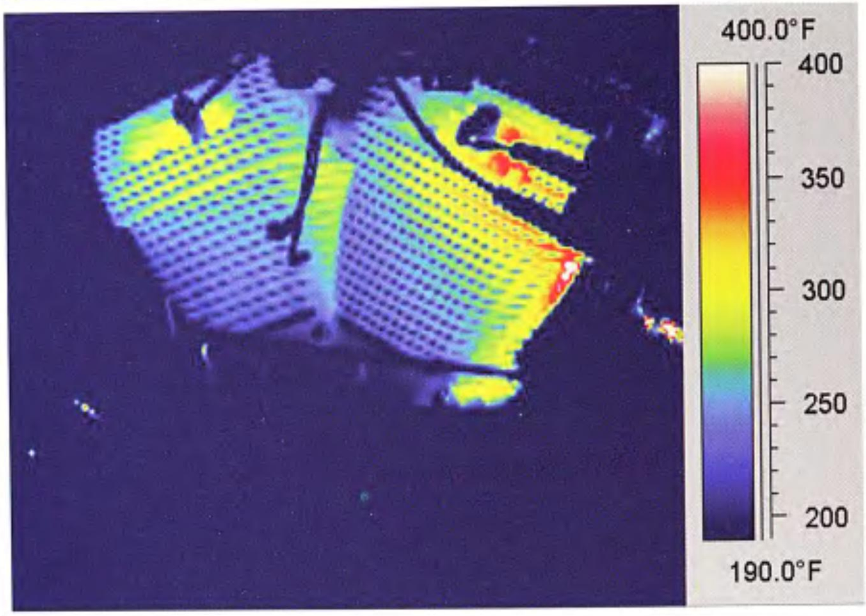
Blue-Point Battery Tenders

Batteries don't come cheap, and in much of the country if you can't ride everyday, they need extra care. This is especially true of sealed maintenance-free lead acid, Absorbed Glass Mat, or true Gel Cell units. The new Blue-Point Battery Tender charging systems prevent overcharging, and offer fully powered batteries at all times. Two models are available, the Battery Tender Plus and the Battery

In an independent test on an American-made V-Twin, Royal Purple® dropped engine temperatures 24°- 44°F.



Thermal imaging results with factory oil



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Tender Junior. Customers can find out more about the new line of Blue-Point charging systems by contacting their local Snap-on representative, visiting www.snapon.com or calling 1-877-SNAPON-2 (1-877-762-7662).

Laser CAT Chain And Belt Alignment Tool

The Laser CAT is a simple tool designed to make rear wheel alignment a quick and easy service operation. Just press the Laser CAT against the side of the rear sprocket and its integrated laser beam will illuminate the chain-links or belt teeth and visualize the running direction of the chain. Within seconds, wrong adjustments are shown and can be corrected immediately with the aid of this measuring tool. Distributor Luster Lace says errors in measurement are impossible, and you get immediate results. Optimum chain alignment extends the life of your final drive. For more information, contact Luster Care Products by calling 562-697-7600 or log on to their Web site www.lusterlace.com.

CycleLifter XL

CycleLifter recently unveiled their new motorcycle service lift. The CycleLifter XL is designed to properly work on, and service today's long bikes. Exclusive features include an extra-long, 8-foot deck, open center capabilities, and high-rise lifting up to 6 foot 4. This combination provides greater access to more work areas than ever before possible, the manufacturer says. Built to handle long-wheelbase bikes, its standard 8-foot-long deck loads 84-inch-wheelbase bikes, or with the optional deck extension it becomes the world first chopper lifter. For more information call US Tool at 800-796-7694 or see their Web site at www.cyclelifter.com.

Motorized Tire Changer

The Coats RC-200 EX motorized tire changer is capable of changing all motorcycle tire sizes including the latest Monster 360 tires. The RC-200 EX offers a Ro-Bo arm that mechanically assists the mounting and de-mounting of stiff sidewall and/or low profile tires. Free freight and onsite service center set up and demonstration is included at no charge. For a 2005 catalog call The Carlson Company at 800-222-6199 or visit them on at www.thecarlsoncompany.com.

Rite On Time Timing Tool

The Rite On Time "timing tool" is built to last a lifetime. Simple, easy-to-follow instructions make this tool easy to use. Applicable to all cone shovels and Evos, this tool allows timing from the right side of the bike, no more peeking through an inspection cover at a flywheel. It also eliminates an oily mess, and requires no calibration. Distributed worldwide from Drag Specialties, J&P and others. For more info visit www.riteontime.net

ProLine Forming Hammers

These hammers are made in the USA from heat-treated tool steel. C. Cook Enterprises says their hammerheads are polished for flawless finishes and each hammer has a perfectly balanced feel and use special shock absorbing handles with a super-secure grip. The handles are designed to take the shock out of the hit before it reaches your arm. The radii are clearly marked on each hammer head. There are six hammers with two heads on each, covering radii from 0.75 - 6.0. Designed for forming steel, aluminum, brass or stainless, C. Cook Enterprises tells us their hammers can get the work done and get more results with less swinging. Check out C. Cook Enterprises' complete product line of pneumatic planishing hammers and hand tools on the company's Web site at www.ccookenterprises.com, or call for more information on their products and the two-day metalworking seminars at 859-282-7545.

Harley-Davidson Motorcycle Service Lift

The Harley-Davidson Motorcycle Service Lift raises and lowers the bike with a hand crank, eliminating the mess that can occur with a bottle jack lift. Minimum clearance is a slim 4.5 inches, and it will lift the bike up to 19 inches above the ground. A friction disc helps hold the bike in place, and wheels make it easy to roll into storage. Fits all Harley-Davidsons except those with a sidecar. Twin Cam Dyna models require an adapter. For info see your dealer, to find one near you call 1-800-443-2153 or visit www.harley-davidson.com.

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2005 SCHEDULE

Jan 8-9 2005	***2nd Annual Dyno-Drag Nationals - Pomona, CA***
Jan 14-16	Open
Jan 21-23	Open
Jan 28-30	V-Twin Expo-Cincinnati, OH
Feb 4-6	Open
Feb 11-13	Open
Feb 18-20	Easyriders Bike Show Columbus, OH
Feb 25-27	Open House Thunder Cycles-Ft. Lauderdale, FL
Mar 4-13	Bike Week-Daytona Beach, FL
Mar 18-20	Hilton Head Motorsports-Bluffton, SC
Mar 25-27	Open
April 1-3	Eastside Harley-Davidson in Bellevue, WA
April 8-10	N.M. Motorcycle Show and Swap Meet-Albuquerque, NM
April 15-17	Cycle Center-Fremont, CA
April 20-24	River Run-Laughlin, NV
April 30	Harley-Davidson of St. Paul, MN
May 5-8	Cycle de Mayo-Lake Plesant, AZ
May 13-15	Harley-Davidson of Appleton, WI
May 18-22	Spring Bike Week-Myrtle Beach, SC
May 27-29	Open
June 3-5	Doc's Harley-Davidson-Kirkwood, Il
June 10-12	Gutterridge H-D in Danville, IL
June 16-19	Bike Week-Laconia, NH
June 24-26	J&P Cycle-Anamosa, IA
July 1-3	Mid-America Harley-Davidson Columbia, MO
July 8-10	Open
July 15-17	Competition Accessories-Springfield, OH
July 22-25	Bikefest Carlisle, PA
July 28-30	Honda Homecoming in Marysville, OH
Aug 5-7	Open
Aug 10-14	Bike Week Full Throttle Saloon Sturgis, SD
Aug 19-21	Speed Limit Cycle-Chicago, IL
Aug 26-28	Hal's Harley-Davidson in New Berlin, WI
Sept 2-4	Abate of Minnesota-Litchfield, MN
Sept 9-11	Loess Hills Rally-Council Bluff, IA
Sept 16-18	San Jose Harley-Davidson in San Jose, CA
Sept 21-25	Reno Harley-Davidson in Reno, NV
Sept 30-Oct 2	Open
Oct 7-9	Town & Country Sport Center in Cement City, MI
Oct 15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 20-23	Biketoberfest
Oct 28-30	Open
Nov 5	Stoen Mountain H-D in Lilburn, GA
Nov 11-13	Open
Nov 18-20	Open
Nov 25-27	Open
Dec 25	Merry Christmas

YNO-DRAG takes "inter-active" to a wing motorcycle enthusiasts to compete own bikes under real racing condi-

Utilizing torcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

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Tracy Ainsworth
Bakersfield, California
1956 Panhead

After not having been seen in these pages for the past seven years (see issue No. 296 for the prequel), Tracy's panhead is looking better and stronger than ever. Of course, this should come as no surprise, since she and husband Terry own Three Dogs Custom Cycles, where Terry is the head wrench and Tracy takes care of all the paper work…when she's not working as a tech at a Bakersfield veterinary hospital.

With Tracy riding the hell out of the bike and the panhead "being an old motor. The cam bushing had cracked and the cracks ran all the way to the lifter bocks," was Terry's excuse for giving the old pan a new lease on life.

However, it didn't quite happen the way it sounds. The discovery of the cracks happened right around the time the couple opened their shop, some five or six years ago and since business comes first, the pan sat around the shop as a roller for the next four years or so, until "finally we made enough money to build a new motor and get her going again," Terry says.

Specifically, Terry and his crew installed an S&S lower end pan motor, STD heads, and an S&S carburetor. "It's 85 inches with a 4 1/2-inch stroke and has a 4-speed tranny with Andrews gears," Terry elaborates. "It's got Akront wheels, 18s all the way around, 4 1/4 wide and stainless spokes. It's in a straightleg '56 rigid, got 3 1/2 tanks, mechanical breaks. I tried to leave it pretty much original, you know?"

He did, however, attach a Mallory electronic distributor, which, he says, is the only way to go with these new generator motors nowadays. Ron Bean took care of the paint and Tracy rides it every chance she gets. "Now that we own the business, we don't ride as much as we used to," she says, "but yeah, whenever I can, I'm out there."

And ain't that the idea? —*Tripper*

Photos: Owner

ReadersRides

Bill Falls
Lexington, Missouri
2000 Fat Boy

This is Bill's first Harley-Davidson. "I was 26 when I purchased it as an early college graduation present," he says.

He bought it brand-new, with only seven miles on it and now, some four years later, he says it's got more than 33,000 miles on it. That averages out to a bit more than 8,000 miles for each year. Not bad, when you consider where Bill lives.

Since buying it he's modified it, of course, to make sure he can recognize it even after a couple of beers late at night in his favorite bar's parking lot. The Custom Valley 240 wide tire kit with an 18-by-8.5 Weld Evo Magnum 5 rear wheel with matching pulley and brake rotor boosts that recognition factor dramatically, especially since the rear wheel's matched by an 18-by-3 front wheel of the same type.

Bill also widened the stock sheet metal in the rear to 11 inches and trimmed it to fit. He says it still looks stock when looked at from the side, but adds that "people are always surprised when they walk to the rear and of the bike. It seems all the wide tire bikes are using the shortened rear fender, we figured it was a way to keep my bike unique."

Further enhancing the uniqueness factor are the H-D 95-inch big bore kit, an Andrews cam, a 42mm Mikuni carb, Screamin' Eagle breather kit and ignition, as well as a set of Vance & Hines Big Shot Staggereds.

The paint was done by Swampy Pete and Merlin, while the body work and the wide tire kit was handled by Dan's Motorcycle and Auto Works.

Dan says, "I know this bike was not done by any big names in the industry, but it's mine, and I'm proud of it."

And ain't that the idea?

—Tripper

Photos: Owner

Brian Matter
New Berlin, Wisconsin
1967 Triumph Chopper

Probably one of the more unusual little rides we've seen in quite a while, Brian's cool Triumph chopper hearkens back to a bygone era best known for its irreverent attitude. Or, as Brian puts it: "I grew up in the era of Big Daddy Roth and Von Dutch, so I have always liked the look of old-school bikes and hot rods."

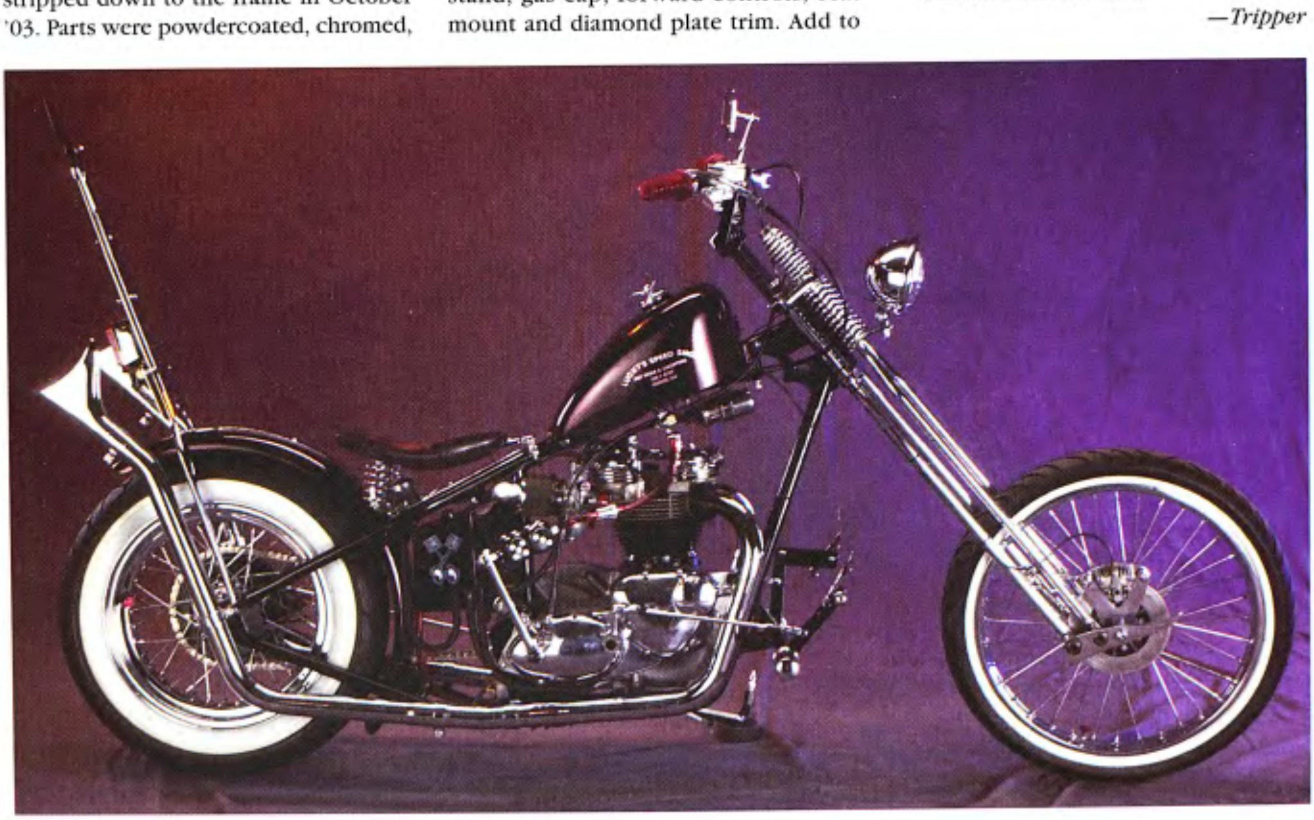
He prefaces this statement with the fact that he'd spent "a lot of time and money remodeling my 2001 Softail into a great looking street custom." Having finished the Softail and caught the "custom fever," he started to look around for a new project right away. "This time around, I thought it would be cool to build something a little different," he adds.

After countless hours surfing the Web, he found the Triumph on eBay and spent most of that summer redesigning and rebuilding the bike. "I removed a bunch of parts, built a bunch of parts and swapped a bunch of parts until I was happy with the look and attitude of the bike," Brian waxes poetic. "The bike was stripped down to the frame in October '03. Parts were powdercoated, chromed, painted, and polished. I finished reassembling the bike in January of '04."

Almost poetic are also the ingredients Brian added to his Trumpet. There's the King Sportster tank, the vintage narrow springer front end and the owner-fabricated pipes, handlebars, clutch lever, kicker pedal, sissybar and trim, kickstand, gas cap, forward controls, seat mount and diamond plate trim. Add to that the red metal-flake paint, the black powdercoating on the rigid frame and the tooled leather seat by Lance Oscarson (design by Brian), and you've got yourself a "very loud, unsophisticated, uncivilized" (his words, not mine) chopper that's "lacking all the creature comforts and an absolute blast to ride."

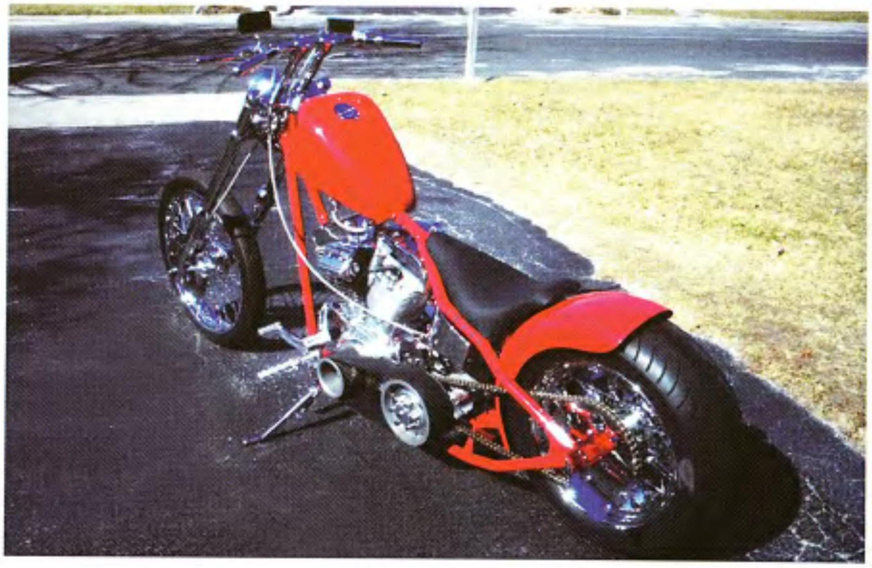
And ain't that the idea?

—Tripper



Photos: Mike Obradovich

Neil Weissman
Coram, New York
2003 Rigid Chopper



Neil's vast experience with building ground-up customs stems from his years as a pre-teen building custom, uh, bicycles. Yeah, you know, those things on two wheels running on human power. Enthralled by motorized choppers from an early age, Neil's even built a bicycle with a homemade springer front end, which he then entered in some shows where he won a few trophies.

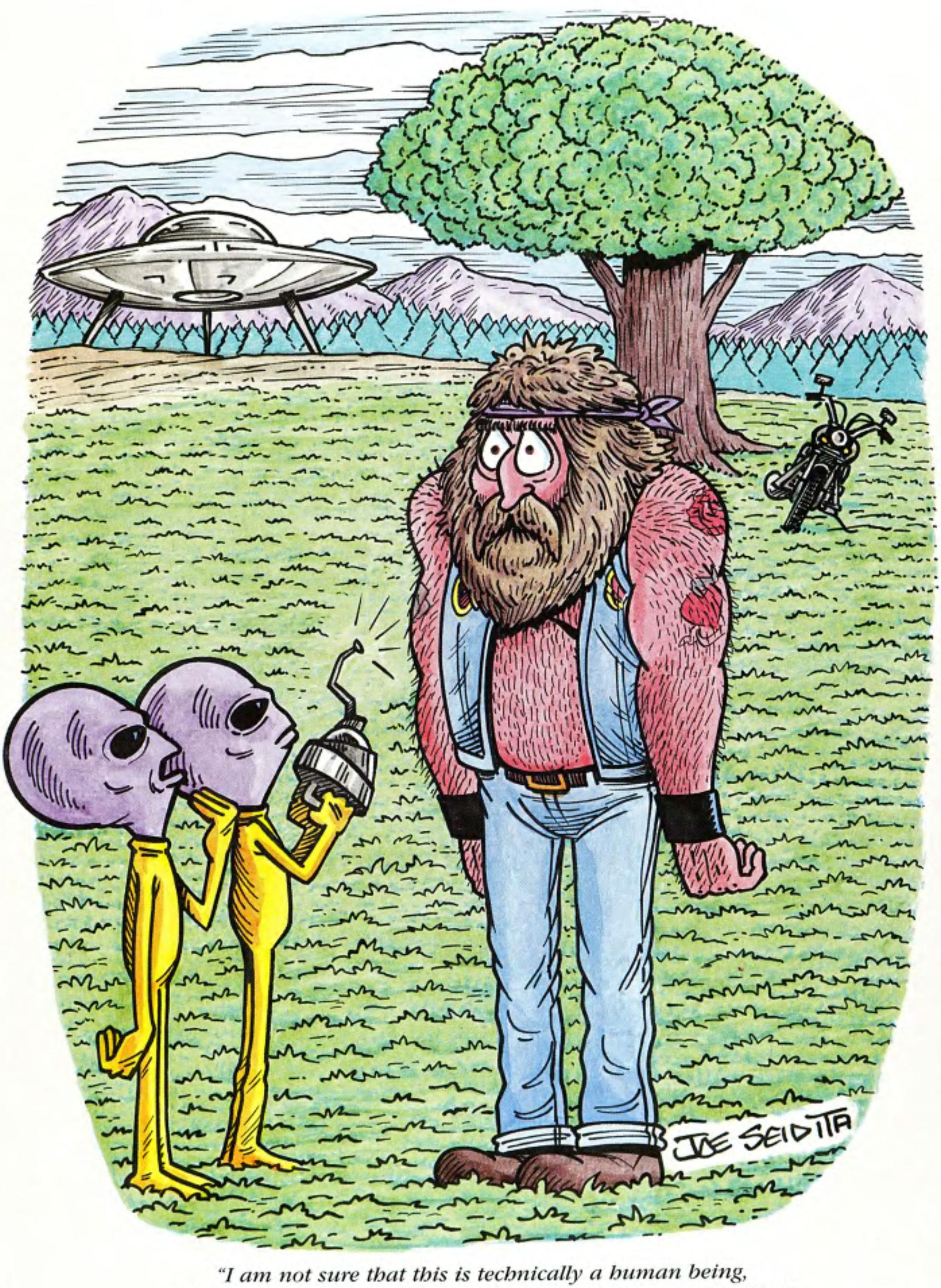
Heady stuff for a 12-year-old and enough of an impetus to keep his enthusiasm going for decades to come. Three-and-a-half, to be exact. While it was Neil, the grown man, who constructed this ground-up custom you see before you, it was the child in him tugging at his sleeve and convincing him that the style he had fallen in love with so long ago was still valid, still something to strive for. "I wanted to design something, I wanted to do it myself, and I wanted to do it in my garage," is how Neil explains his "back-to-the-roots" principle. "I just like the clean, old look, and I didn't want to go any bigger than a 200 rear tire because that's not how I remember them."

In short, Neil started with a Midwest rigid frame, an 88-inch Sputhe motor, and an old-style 4-speed and kick-only tranny. "I even kept a lot of the tabs on the frame because I remember the bikes as not being so perfect," he adds.

Aside from the motor, there are other breaks from imperfect tradition, such as an Andrews cam, a 2001 ignition and those S&S heads on the Sputhe, but all in all, we (and others) get the idea. The bike is fully functional and, like his bicycle from days of yore, still relies on raw leg muscle, at least when starting it. "I've won a few trophies with it," Neil says, "but most of all, I got a lot of positive input from other folks. And now I want to build another one."

And ain't that the idea? —*Tripper*

Photos: Owner



"I am not sure that this is technically a human being, it could be that mythical earth creature designated as Big Foot!"

Easyriders

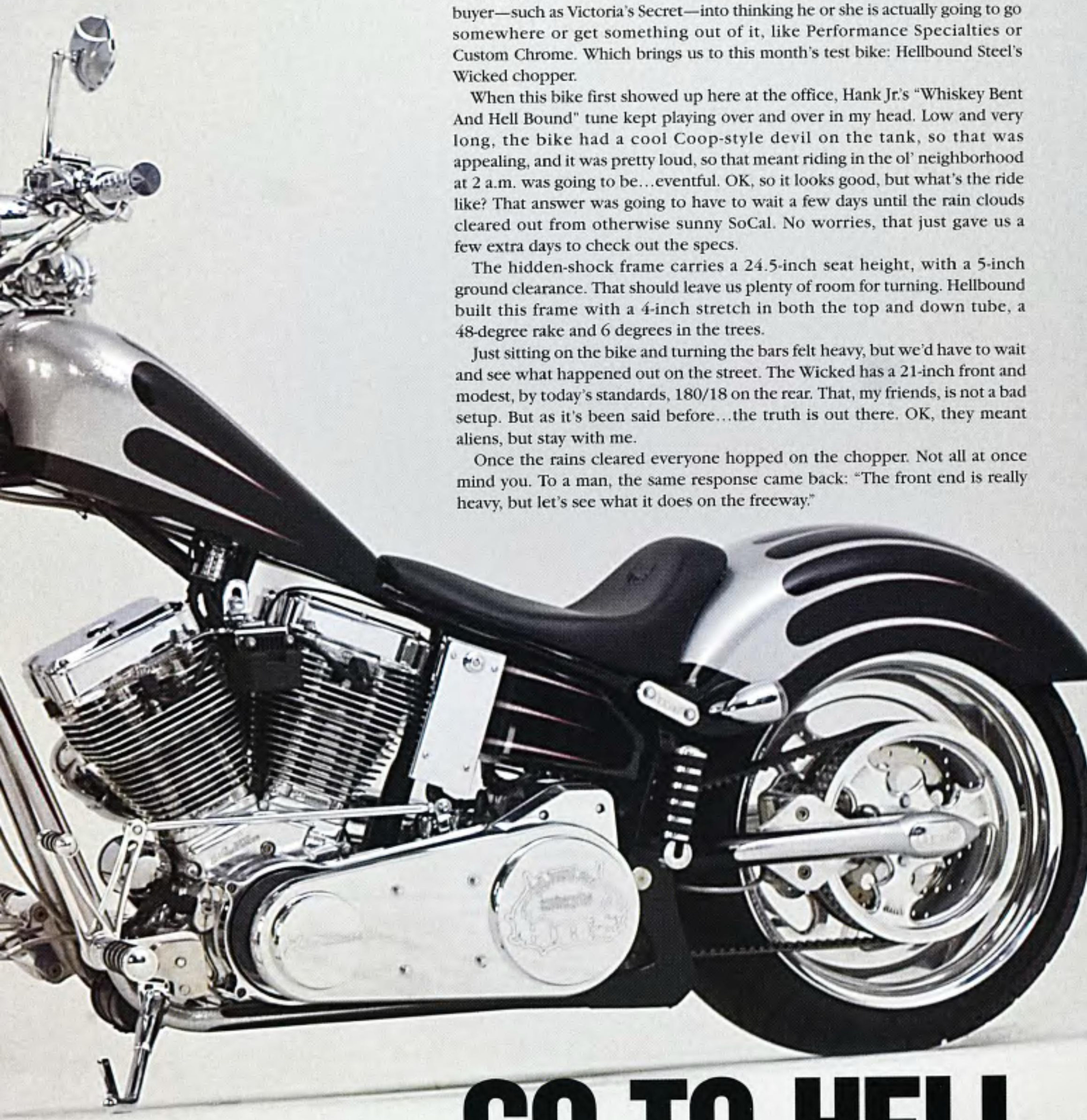
What's in a name? Some people name their children after great heroes. Some name them after the cars they drive (or may have been conceived in) like Lexus and Mercedes. In the manufacturing industry, names are given that tell you who owns the company like Harley-Davidson, Ford, or Jack's House of Billet Crap. Then there are names that seduce the buyer—such as Victoria's Secret—into thinking he or she is actually going to go somewhere or get something out of it, like Performance Specialties or Custom Chrome. Which brings us to this month's test bike: Hellbound Steel's Wicked chopper.

When this bike first showed up here at the office, Hank Jr.'s "Whiskey Bent And Hell Bound" tune kept playing over and over in my head. Low and very long, the bike had a cool Coop-style devil on the tank, so that was appealing, and it was pretty loud, so that meant riding in the ol' neighborhood at 2 a.m. was going to be…eventful. OK, so it looks good, but what's the ride like? That answer was going to have to wait a few days until the rain clouds cleared out from otherwise sunny SoCal. No worries, that just gave us a few extra days to check out the specs.

The hidden-shock frame carries a 24.5-inch seat height, with a 5-inch ground clearance. That should leave us plenty of room for turning. Hellbound built this frame with a 4-inch stretch in both the top and down tube, a 48-degree rake and 6 degrees in the trees.

Just sitting on the bike and turning the bars felt heavy, but we'd have to wait and see what happened out on the street. The Wicked has a 21-inch front and modest, by today's standards, 180/18 on the rear. That, my friends, is not a bad setup. But as it's been said before…the truth is out there. OK, they meant aliens, but stay with me.

Once the rains cleared everyone hopped on the chopper. Not all at once mind you. To a man, the same response came back: "The front end is really heavy, but let's see what it does on the freeway."



GO TO HELL

ON A HELLBOUND WICKED CHOPPER

Seein' as how it was late in the day (and I wanted to go home early), I volunteered to "test it out."

I got on the freeway and headed into the SoCal traffic nightmare. The first thing I noticed was that the heaviness didn't dissipate at speed. That was going to be tricky later on. The second thing that hit me was that I couldn't keep a good grip on the bars. Mind you I had on a pair of "day gloves" and not my usual pair of leather gloves, but my hands kept slipping on the chrome grips. Those grips are cool if you're bar hoppin', but not when you're trying to maintain a speed so ya don't get run over. However, the loud pipes came in really handy while I was splitting lanes.

The seating position was comfortable enough. I wasn't too stretched out and could easily manipulate all the instruments. The ride, however, was a little stiff for a hidden-shock bike. That may have had something to do with the overall wheelbase being so long that the suspension couldn't react properly. By the time I hit the homestead (roughly 45 miles later) I'd gotten the feel of the bike and those slow-speed turns—because of its length—were a little easier to handle. On the ride through town, once home, the bike

MPH

Easyriders

handled as expected. Just about the time you were ready to stop for a coldie...you were ready to stop for a coldie.

In the end...who am I to judge? Obviously if you're looking for a bike you can travel long distances with, this bike isn't one you're looking at. If you're looking for a bike you can take on some runs, cruise with your buddies, or take on short trips, this one will get the job done. And, different riding styles do demand different riding bikes.

So check out Hellbound's Web site at www.hellboundsteel.com for yourself. Then, you make the call. —*Oil Can*

Photos: Rick Hustead

ComingAtYa

The May issue of *Easyriders* (No. 383) features our annual pick of America's Top Ten Exotic Dancers PLUS radical rides from Redneck Engineering, Carolina Customs, Chica's Discovery Channel chop, Kevin Dolittle, Kendall Johnson, Jerry Covington and Harley's new custom Road King!

Ride with us to the Carlisle Bike Fest and take in the awesome Easyriders Charlotte Bike Show. We'll also bring you a Guide to all the fun of Myrtle Beach Bike Week.

Out in the tech garage we'll offer up an aftermarket Guide to Dress-Up Parts and Accessories.

On the newsstands, you'll get our 32-page outsert Spring and Summer Roadware catalog. *On sale March 29th*

April's amazing *V-Twin* (No. 48) brings you nine cool custom bikes, from mild to very wild. Meet master builder Russell Marlowe, go Behind the Scenes at Rock & Roll Paint and meet the crew over at Phat Performance. Then ride with us to the Kawasaki Dealer Show and to the Pomona Bike Show to check out all the latest customs. Find out how to pack more ponies in your Harley and how to check your wheel alignment the cheap and easy way. You'll find a complete Survival Guide to Laconia Bike Week AND an awe-inspiring aftermarket Guide to Tools. PLUS on the newsstands, we'll include our 32-page outsert that showcases "Six Sick Sleds," with some of the wildest rides you will ever see. It's all roaring your way in the April issue of *V-Twin*. *On sale March 15th.*

The April issue of *Biker* brings you a mess of panheads including a very wild Black Magic custom. There's the Freedom Rally, the Heritage M/C Rally and more. PLUS some chicks with Big Titties! *On sale now!*

In the June 2005 *Wind*, (No. 121), we offer a Bonanza of Bike Shows from our Fall Centerfold Tour, plus coverage of Love Ride 21. See some art with heart biker tattoos, check out Windy's whoppers, PLUS newsstand buyers get our 32-page "Rodeo Special." *On sale now!*

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